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TIME-TABLE.

WEEK DAYS

			A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.		6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati	...Dep.		6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin	...Dep.		7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo	...Dep.		7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.		7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling	...Dep.		7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.		7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.		7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

				A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.			6.40	8.35	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati	...Dep.			6.50	—	9.24	10.39	12.09	2.31	5.38	7.19
Shatin	...Dep.			7.02	—	9.36	10.51	12.21	2.43	5.51	7.31
Taipo	...Dep.			7.16	—	9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.			7.21	—	9.53	11.08	12.38	3.00	6.09	7.48
Fanling	...Dep.			7.32	—	10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.			7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.			7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

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			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.		8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.		8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling	...Dep.		8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.		8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo	...Dep.		8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin	...Dep.		8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati	...Dep.		9.02	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon	...Arr.		9.11	11.37	12.41	3.58	5.15	5.04	6.38	7.07

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Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25	11.10	3.00	6.10

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OUR LONDON LETTER.

GENERAL HSU'S TRIBUTE IN WESTMINSTER ABBEY.

WREATH ON TOMB OF UNKNOWN WARRIOR.

COURT FASHIONS: NO TIGHT OR SHORT SKIRTS TO BE WORN.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 9th.

THE LATE LORD LEVERHULME.

The death of Lord Leverhulme, reported in the papers as I am sending this article to the post, will provide the chroniclers of contemporary history with plenty to write about for some time to come. The late peer was one of the most remarkable business geniuses the country has produced. He was born at Bolton, the son of a grocer in a small way of trade, and was serving behind the counter as a boy of 15. He started on his own account as a grocer, and then acquired a small soap factory that was on the verge of bankruptcy, with the result that he "got into soap," as he once said, and started on the high road to fortune. At 35 he had made £80,000, which would have been enough for most men, but in the case of Lord Leverhulme was merely the capital wherewith to carry out the great schemes he had in his head for a world-wide trade.

Personally Lord Leverhulme was a man of the simplest tastes. He never smoked, and drank alcohol very sparingly. All his life he was accustomed to get up at 4.30 in the morning, and except for an hour for luncheon he worked round the clock till it was time for a late dinner. Life cannot be happy, he was wont to state with emphasis, unless you are healthy, and the only way to be healthy is to work hard with brain and muscle. He was a hard man in business, and woe betide the man or, boy who did not put in the full number of working hours per day, and toil strenuously while at his job. In private life Lord Leverhulme was kindly and generous, and he was a most princely supporter of many deserving causes.

THE RETURN TO GOLD.

For good or ill the country has been committed to the restoration of the gold standard, and it is perfectly evident from what is appearing in the Press that considerable misgivings are felt about it. Of course, sooner or later it was understood that the change would have had to be made; what most critics say is that the change has been made too soon. But whether the critics—meaning the experts—are right or wrong is not for the man in the street or in the train to decide. The question is too technical for people outside the charmed circle of currency and banking interests. When the matter came up in the House of Commons the other night it was plain that most of the legislators who eventually passed the Gold Standard Bill were utterly bemused by the speeches of two or three men who are authorities on the question—and who cannot agree!

Anyway, now that a decision has been taken there can be no turning back. I do not think we should hear much about the gold standard if it were not for the fact that concurrently with the change which has been made there has been an advance in the bank rate. The two things are not necessarily an instance of cause and effect, but traders and manufacturers bitterly complain that with a higher bank rate it is more than ever difficult to carry on. Business activities will inevitably be hampered, they say, because it will cost them more to finance their operations. There is something in this argument which the average man can grasp at once; for everyone knows that in these days half the business of the country is only possible by means of the credit facilities granted by the banks.

Some of the public are surprised that there will not be a return to the use of gold instead of paper notes for ordinary use. It will be many years before that happens. At present our note currency amounts to approximately £400,000,000, while the total gold stock is only a little more than £150,000,000. It is obvious that free convertibility of the note issue is an impossibility.

THE ROYAL ACADEMY.

This year's Royal Academy which opened as usual on the first Monday in May has nothing of outstanding eminence to set the Town talking. We hear nothing of such-and-such a painting being "The Picture of the Year." One or two pictures there are, of course, which attract attention, notably Sir William Orpen's "Man v. Beast," which shows the booth at a Paris fair, and a stage on which are a man and a bear, the latter standing on its hind legs and performing for the amusement of the crowd round the ropes. The remarkable thing is that the painter makes many of the people looking on, obviously of the lowest class; cruel and bestial of expression, so that the bear appears to be less dangerous by comparison.

The Academy crowd on the opening day seemed much the same as in former years. This is one of the things that seem never to change, and suggests a continuity in the social traditions of English life that is really noteworthy. The crowd was fashionable, of course, with bishops and rural deans and clergymen of all ranks and denominations, and there was the usual number of art students of both sexes, and a touch of Bohemianism in dress, and a sprinkling of foreigners, including Chinese.

EXCHANGE GIRLS EXCHANGED.

This week a very interesting innovation is being introduced in the exchange of telephone girls between London and Paris. Two girls from the Exchange in the Gay City are coming to London, and on the same day two girls will leave here for Paris. At each end the visitors will work on the London-Paris telephone and other foreign exchange lines, and elaborate arrangements are made for the girls, both in London and Paris, to have a special course of instruction. This is specially necessary in the case of the French girls, because I am told the latter are not nearly so well acquainted with English as their London sisters are with the French language.

There is scarcely an English operator on the London end of the London-Paris Exchange who has not passed an examination in at least one—and, indeed, several—European languages, and the girls who are going over to Paris have nothing to fear. Perhaps it is unnecessary to add that this experiment, which is to be repeated if the results are what are expected in the matter of efficiency, has created the greatest interest among telephone operators. The London girls are looking forward to their trip with lively anticipations of pleasure, and are delightfully excited about it.

A NOTE ON FREEMASONRY.

I hear that there is a great amount of satisfaction in Masonic circles because His Royal Highness the Duke of York has definitely decided to preside over the annual meeting of the Middlesex Provincial Grand Lodge later in the present month. Last year the Duke became the Provincial Grand Master of Middlesex, and it was suggested by the brethren that it would be a graceful act on his part to make the annual meeting the first occasion on which he took the chair at his Lodge in full state. His Royal Highness most willingly fell in with the idea, and the gathering is likely to be remembered as a notable one. There will be a very big muster. It will take place in the Grand Temple of Freemasons' Hall in London, the home and centre of English Freemasonry.

AT THE ABBEY.

The Chinese commercial mission under General S. T. Hsu, whose advent here was noted in my last Letter, is now touring the provinces, and meeting with a hearty reception. An official of the Board of Trade, Mr. H. A. Ottewill, is acting as guide, philosopher and friend of the party. When at Manchester General Hsu noticed the Cenotaph, and asked permission to lay a wreath. Later he did so, the tribute being composed of pink and cream roses and blue irises. This incident gave rise to appreciative comment at Manchester.

But there was a similar incident in Westminster Abbey before the mission went north. General Hsu placed a large wreath of palm leaves, roses, lilies, and lilac on the grave of the Unknown Warrior, the wreath being accompanied by a large tablet of solid brass with an inscription in Chinese characters recording the tribute and the name of the giver.

DRESSES AT COURT.

By way of a passing note on fashion it may be stated that a hint has been given to the Court dressmakers from exalted quarters to the effect that while no hard and fast rule is laid down for the coming Royal Courts it is the desire of Queen Mary that skirts shall not be tight, and moreover, that they shall not be more than five inches from the ground. The difficulty with the tight skirt is that the wearer finds it next to impossible to make curtseys before Royalty in a graceful and dignified manner, and it is said to be certain that there will be no abbreviated sheath skirts this season at Buckingham Palace.

Another little item of interest on a similar subject is that her Majesty the Queen, who has often shown her concern for the prosperity of the English lace trade, has expressed a wish among her friends that lace gowns should be worn as far as possible at the forthcoming Courts. The hint has been passed on in the quarters where at the moment preparations for the first Court are proceeding at high pressure. It goes without saying that the effect on the Nottingham and Devonshire lace industries is expected to be considerable.

CRICKET AGAIN.

This week sees the commencement of cricket again in England, and the thoughts of hundreds of thousands are turned from football to the great national game. Eight-ball overs—the proposal that was raised by the Test matches in Australia—covered wickets, the dearth of fast bowlers, and the method of scoring in the championship competition have suddenly assumed a vital importance. From what I am able to gather the eight-ball over, despite Australia's advocacy, stands a poor chance of being adopted in this country. There are marked differences of opinion as to whether the protection of the whole of wicket from the vagaries of the weather before a game should be allowed or not—Yorkshire and Surrey, for instance, will not have it because they hold that it would have an effect on the spirit of the game. As regards scoring, before the season is past in effort will be made to discover some rational method of deciding which is the best team of the year.

But after all, while these and other questions are of great moment and interest to those responsible for running the county matches, it is the man who sits outside the ropes and smokes his pipe and looks on at the play—and who is generally as acute a critic as any pavilion holds—whose judgement is a determining factor. In his view it is the game itself that matters more than the new rules and regulations which may be devised to govern cricket. He is chiefly anxious to see encouragement given to young bowlers; and he would like to have more regard paid to cricket as a sport than cricket as a means of scoring points. If only the weather is kind, and we have a dry summer, there is no reason why this season should not be a great one.—H.B.

(Continued at foot of next Column.)

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COMPANY MEETING.

PEAK TRAMWAYS COMPANY, LTD.

The Ordinary Annual General Meeting of shareholders of the Peak Tramways Company, Limited, was held yesterday morning at the Hongkong Hotel, Mr. Henry Humpreys (Chairman) presiding. Others present were, the Hon. Mr. A. O. Lang, Mr. A. S. Gubbay and Mr. W. E. L. Shenton (directors), Mr. G. Rapp (Secretary), and Messrs. D. E. Clarke, J. A. Tarrant, W. Morely, D. Cox, A. A. Alves and J. P. Braga (shareholders).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—I propose with your permission to take the Report and Statement of Accounts and Auditors' Report as read.

The Traffic Receipts for the year under review show an increase of $19,787.67 over the corresponding period of last year but the net profits are $1,756.92 less. This is accounted for by the fact that last year we made a non-recurrent profit of $16,765.00 on Investments realized; the difference represents increased running expenses. The item Unexpired Season Tickets no longer figures as a liability in the accounts as we ceased issuing these in June last. Under the heading of Assets "Mount Cameron Survey" $3,000.00 appears for the first time. This survey cost $6,000.00 of which the Government agreed to pay half. If nothing eventuates from the projected scheme, this $3,000.00 will have to be written off the Company's books.

I do not think there is anything else in the accounts which calls for any comment, but I think shareholders and the General Public would like to know what improvements have been effected and what will shortly be undertaken.

The improvements to the Upper terminus, virtually destroyed in the typhoon of August 1923, are nearly completed. They comprise increased facilities for passengers in the shape of waiting room and cloak room accommodation also more platform space. They also comprise up to date modern flats in lieu of one that was by no means up to date. One of these the Superintendent will occupy, the other will be let.

The Government has approved of the Company's scheme for electrifying the Tram. The current will be obtained from the Hongkong Electric Company at a cost which it is estimated will not exceed that of our present steam power. This of course entails new machinery and an extension of the existing engine house to accommodate same. Plans of the extension have been approved and tender for same accepted. Our steam haulage plant is practically worn out and whether we continue with steam, or adopt electrical power, new machinery will have to be acquired shortly. Steam plant would cost more and has the disadvantage of being noisier and dirtier. The Government has consented to our having new cars to carry 55 passengers in lieu of 42 passengers as at present. This does not involve any material increase in the load as the cars though larger and equally strong are built of lighter material than the old. The Company desired to construct cars to seat 60 passengers but the extra 13 passengers allowed is a great advance and should relieve congestion for many years to come. The cars will be run on the double drum system, with two ropes, instead of by two drums and one endless rope as at present. This will do away with the possibility of slipping which has always been a source of trouble.

All these changes involve a considerable capital expenditure and it has been decided, in order to meet same, to make a call of $4.00 per share on the $1.00 paid up shares on 1st November next. Notice of such call will be given in due course both by advertisement and circular.

I have no further remarks to make gentlemen and after the accounts have been seconded I shall be pleased to answer any question shareholders may have to ask.

Mr. J. A. Tarrant: I have much pleasure in seconding the adoption of the report of the directors and statement of accounts as presented.

There being no questions, the report of the directors and statement of accounts were carried unanimously.

The Chairman moved that the Hon. Sir Paul Chater, C.M.G., Mr. W. E. L. Shenton, the Hon. Mr. A. O. Lang, Mr. R. Mein Austin and Mr. A. S. Gubbay, who retired, but being eligible, offered themselves for re-election, be re-appointed as directors of the Company.

Mr. D. Cox seconded and the motion was passed unanimously.

Mr. D. E. Clarke proposed that Messrs. Lowe, Bingham and Matthews and Messrs. Linstead and Davis, be re-elected as auditors at a remuneration of $150 each.

Mr. W. Morley seconded and the motion was agreed to.

There being no further business, the Chairman closed the meeting.

SAIGON RICE MARKET.

The Compagnie De Commerce & De Navigation D'Extreme-Orient, in their report dated June 2nd, state:—

Market.—The paddy supply is still very poor and the tone of our market is very firm with an upward tendency.

Some small business is reported with Japan, and there has been some enquiry from Tonquin and Yunnam. The French market being overstocked, there is no enquiry for rice or brokens.

The total amount of rice exported from January 1st to May 15th is 697,580,627 tons against 603,355,330 in 1924. We quote to-day White Saigon rice N°2, sifted, Japan quality, Hongkong, $6.63 per picul Fob Saigon £14-11-per picul Fob Saigon. Yens: 8.86 per picul Fob Saigon for June July shipment.



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TRANSPORT IN THE TROPICS.

SIR F. LUGARD FAVOURS THE FLEXIBLE TRACK VEHICLE.

Sir Frederick Lugard, whose name is indelibly associated with tropical development, has come out in the columns of *The Times* as an ardent advocate of the flexible track vehicle for commercial transport work in tropical countries, and what he says should have particular interest for those of our readers in the Far East who are daily up against the problem.

While Sir Frederick admits that railways are the first essential for the development of new countries, the question of the best method of providing feeders to the main lines remains. Quoting the late Sir W. Acworth, whose opinion was that "the day of railway development by means of light railways was over," Sir Frederick points out the prohibitive initial cost—and, still more, the cost of maintenance—of metalled roads as an alternative. He then speaks of the further alternative of unmetalled tracks, cleared only of tree-stumps, with bridges over the more formidable streams, and additional culverts where and when the traffic justifies them. Such rough tracks can, however, only be used by wheeled vehicles if the load is light, and in the dry season.

Sir Frederick then discusses the public service rendered by the Empire Cotton Growers' Association in the exhaustive trials they are now carrying out over a stiff cross-country course near Aldershot to test various types of flexible track vehicles, and enable designers to detect their weak points under conditions as similar as possible to actual tropical working requirements. For commercial lorries the test is not which vehicle can negotiate an impossibly difficult course in the shortest time (a test appropriate to a military "tank"), but which can carry its load at least cost per ton mile over a course which shall include reasonably bad swamp and broken ground and steep gradients, and cut up the tracks least.

He concludes that if all solid-tyred vehicles, and others carrying more that a specified load at (say) eight miles an hour, were compelled to redistribute the weight and minimise the road resistance by substituting the multi-wheel endless band of the flexible track type, the damage to the roads would be negligible. It may be worth the while of some of our friends in rubber land to give heed to Sir Frederick Lugard's view, and learn something from the experiments he mentions. There are miles of trackless waste still to be developed, and a cheap and effective means of transport would prove a boon to those who are engaged in the work, or whose business takes them thither.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

JUNE 8TH, 1925.

Hongkong and Shanghai Banks $1,290 s., $1,285 sa.
Canton Insurance $750 nom.
Hongkong Fire Insurance $670 b.
Union Insurance $283 b.
Douglas Steamships $54 s.
H.K., C. & M. Steamboats $38 s.
"Star" Ferries $82 s.
Waterboats $17½ nom.
"Shell" Transports 84/- b.
China Sugars $56 s.
Langkats (combined) Tls. 26½ nom.
Kowloon Wharves $190 s.
Whampoa Docks $115 s.
Shanghai Docks Tls. 138 b.
H.K. & S. Hotels $134 b.
Hongkong Lands $90 b.
Humphreys Estates $19½ b.
Ewo Mills Tls. 10.10 b.
Shanghai Cottons (old) Tls. 57 n., (new) 31 n.
Orientals Tls. 3.90 nom.
Cements (combined) $26¾ b.
China Lights (combined) $32½ s.
Providents (old) $21 nom., (new) 31 nom.
Dairy Farms $26¾ nom.
Electrics $79 s.
H.K. Ropes (combined) $62 s.
Tramways $39½ s.
Watsons (old) $22½ s., (new) 21¾ nom.
Peak Trams (old) $24 nom., (new) 9½ nom.
China Underwriters $4 b., $4.10 sa.
New Engineerings Tls. 9½ nom.
Singapore Trams $1.90 b., 2.5 s.

b—buyers; s—sellers; sa—sales. nom—nominal.

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1924.

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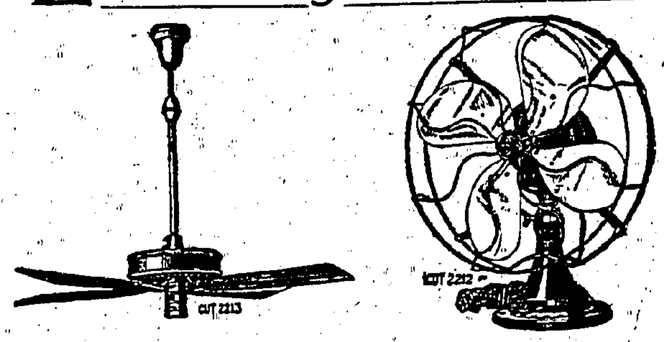
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TROUBLED SHANGHAI

CHINESE WOMEN STUDENTS FAVOUR MILITANT TACTICS.

FEAR OF "LOSS OF FACE" DELAYING A SETTLEMENT.

[BY A HONGKONG RESIDENT IN SHANGHAI.]

SHANGHAI, Wednesday.

The "State of Emergency" still continues and the streets of the Settlement have the khaki uniforms in evidence. There are plenty of rumours, and it is difficult to discover what is happening behind the scenes. The World Chinese Students Organisation, which is said to have a membership of three million of the educated Chinese, is powerful in Shanghai and is the centre of a good deal of activity just now.

If you talk with the more responsible Chinese of the business and "graduate" class you can get a very fair idea of their point of view. They have a genuine sympathy with the relatives of the students who have lost their lives in the recent rioting. That sympathy is shared by thoughtful Europeans, who realise that the casualties were unexpected. They were, however, unavoidable. The only consolation is that, if the few had not suffered, many others would have been killed. For if the mob on Saturday last had looted the police station and had obtained fire-arms the trouble would have been indeed serious.

The origin of the whole business was an episode in a Japanese mill. Modern industrial conditions are difficult. The Chinese say that the Japanese are "sweating" the people in the mills and there has been a great deal of sympathy with the small Chinese children and the women who are alleged to work long hours for a starvation wage. Every fair-minded person desires to see improvements. It is all a question of method. Raiding a police station is the wrong way of remedying a social evil, if the social evil exists. The Chinese students say that the English suffragettes did that sort of thing and, curiously enough, it is the Chinese women students in Shanghai who are most emphatically in favour of the militant tactics.

THE NEW ISSUE.

As with the Seamen's Strike in Hongkong, so with this trouble in Shanghai, the first issue has brought up new ones. At the present time the real difficulty is "loss of face." The Chinese merchants and others want to get back to the old conditions, but terrorism is at work. If they can only find a way of satisfying the students they will be only too glad to accept any terms of ending the present trouble.

There are two forces working against any compromise, however, one is the very real Bolshevik influence urging on all and sundry to anarchy. The other is the determined attitude of the Shanghai Municipal Council. It is obvious that the Council want to settle the issue, but they insist upon "Law and Order" and are not inclined to patch up a truce which will give the agitators any basis for the assertion that their methods have been successful. The majority of the members of the Council, I believe, hold the opinion that it would be better to have one long struggle now rather than to compromise and run the risk of similar outbreaks in the future.

At the time of writing there are twenty-one dead and at least sixty injured. It is believed that the students and their supporters have had enough of the fighting in the streets. There may be isolated attacks, but the general tendency is towards a passive resistance effort. In the end that also must fail but in the meantime Shanghai is not a comfortable place in which to live.

FRENCH AUTHORITIES' FIRMNESS.

Although, by reason of the prompt and thoroughly efficient defence measures instituted at Shanghai by the Municipal Council and the foreign Naval authorities, the rioting has to all intents and purposes come to an end, the strike movement has been greatly extended. The *N.-C. Daily News* Chinese staff walked out on Thursday, so that the management, "doing what it could with available resources," produced on Friday an issue of eight pages, which has just come to hand. In this the situation was set forth as under:

Yesterday's news was distinctly more reassuring. The Defence Forces received strong reinforcements through the the landing of a considerable number of British and American sailors and marines, who immediately were sent to prearranged quarters in the New World, the Shanghai University (Seymour Road) and in Great Western Road. To-day still further reinforcements will arrive, principally British.

An official opinion given late last night was to the effect that although it could not be denied that in some directions the strike had increased, nevertheless there was a very definite desire on the part of probably the majority of the men who were out to return to work, whilst those who had surrendered to the agitators only had done so with extreme reluctance and against their own desires. Where it was possible to afford adequate protection, men had scorned the persuasions of the strike leaders, and as it is the firm intention of the authorities to afford the fullest protection within their power, and as with each additional landing party that arrives that power will be increased, it is hoped that very shortly every man who is willing to work will be able to do so in safety.

UNIVERSITY OCCUPIED.

Typical of the many rumours that get about on such occasions as the present were those associated yesterday with the military occupation of the Shanghai University—or the People's University—in Seymour Road. The place which had been subsidised by the Kuomintang and has twice figured in proceedings in the Mixed Court as a result of Police raids, is well-known as a hot-bed of Bolshevik propaganda and, when the Defence Forces took possession of it yesterday everyone assumed that it had been raided because of its political tendencies.

As a matter of fact, the Commandant was thinking only of billets for landing parties. Hitherto, the authorities have been much concerned because of the difficulty of affording adequate protection to the residents of the Western District and it was only yesterday, with the additional strength received through the landing of detachments of British and American sailors and Marines, that the Commandant was able to extend his lines so as to garrison the district according to plans. Billets were required somewhere in the neighbourhood of Seymour Road and the University seemed the most likely place. A military force was sent to take possession, but only as a precaution in case the occupants showed any objection to leaving, which they wisely did not.

Early in the morning the place was isolated by a strong force of special constables and a dismounted detachment of the Light Horse, the inmates were rounded up, allowed being searched, were told to leave the place. The authorities then to pack their bedding, and told to leave the place. The authorities then took possession of the building and subsequently handed it over as billets for the landing party from the U.S.S. *Penguin*.

BOLSHEVIK LITERATURE.

During the raid a quantity of Bolshevik literature was seized, also a duplicating machine with which pamphlets had been printed. A conspicuous feature in every one of the student's quarters were the pictures of Dr. Sun Yat Sen and badges bearing the same portrait and black armlets also were found in abundance.

Previously we have repeated the assurance of the Food Control Committee that there is no danger of a food shortage and it is possible now to add the statement that it is becoming more easy to purchase food supplies. The closing of many shops now amounts to a mere formality. Practically all of them have their back or side doors open and even on Nanking Road last night one could see them with the front doors open, though the shutters were up, and "foreign mississee" who wanted to stock her larder was received with all the courtesy of a week ago.

It is difficult to say exactly how far the strike extended yesterday, for the day brought an unceasing end of reports of men leaving work here and returning to it there. From one hour to another the managers of firms and factories did not know whether they could rely on their staffs or not.

PLIGHT OF THE HOTELS.

Thus, many of the telephone people were reported to have returned to work, a large number of the P.W.D. coolies first refused to start on their labours and then asked to be taken on, several of the tobacco factories were compelled to close, but in the case of the China Soap & Candle Co. one heard at midday that the factory had been closed and then in the afternoon that the men had gone back to work. Things remained much the same along the waterfront, with wharf coolies refusing to handle anything but Chinese cargo, but several ships got away, some with cargoes and some light and other were preparing to sail this morning. At the Astor House Hotel at tiffin the partly amusing experience occurred of waiting on themselves, with the assistance of the hotel's musicians and others of the foreign staff, most of the Chinese boys having walked out. At the Majestic Hotel it was reported that about two-thirds of the Chinese staffs had left, but things seemed to be normal at other hotels.

The Astor House Grill Room has been closed and the guests are eating in the dining room. The boys have left but fortunately the cooks are foreign and are remaining. Mr. Troller, the manager, and the orchestra and foreign staff are serving the guests, many of whom have expressed themselves as being willing to assist in any way possible. A good supply of food is onhand. Some go to the kitchen and serve themselves. There is no feeling of tension here, even the tourists are taking everything as a joke—they do not know Chinese psychology, neither have they experienced a Chinese boycott, a la Canton or Hongkong.

At a late hour yesterday evening the situation at the Palace and Kalee Hotels indicated a favourable turn of mind on the part of the Chinese—no sign of a strike. The American Club is taking stern measures to keep agitators from approaching the cooks in particular, and the room and service boys. The Shanghai Club at tiffin yesterday had a full menu, but most of it was scratched by the time the diners arrived. There was but a single hot dish to be had and plenty of cold meat. The grill room was entirely closed.

ORGANIZATIONS AFFECTED.

The following organizations have lost their employees:—British Cigarette Factory in Pootung 10,000, Shanghai Silk Spinning Co., Japanese, 2,500, Edward Evans 38, Tobacco Products Co., 700, Shanghai Club 55, at the Majestic Hotel Russians are in service now, P.W.D. Markham Road Depot 1,000, China Soap 600, Midland Packing Co., American, 75, said they might come this morning—they struck because they were paid in foreign notes, abbatoirs are closed, Chung Hwa Book Co. 700. At the Carlton the Shanghai boys have quit work—Foochow men staying on; the Plaza workers are out, as the Sunmaid Raisin Co. The trams have not been affected. Two hundred shipping bongs are out, the American Oriental Bank 86, P. & O. Bank 27 and the Sino-Belgian Bank 12 are out, as well as 53 Chinese banks and larger exchange shops.

Not only are men organising for service in the lines, but women in large numbers are volunteering to supplement and assist the defence work of the Settlement in every possible way. Yesterday at the B.W.A. registrations were received from women who could do or who wished to do any task at all, menial or technical. As a matter of fact more women were registered than there were calls for assistance. The following branches of industry need women:—Stenographers, nurses, chauffeurs, dairy maids, shops and domestic work.

V.A.D. LEND THEIR HELP.

A number of V.A.D's. also came forward to aid.

The women's motor relief of Wednesday proved a splendid success and functioned again yesterday. Motor cars were pressed into service and visited the various canteens and posts from the river front to the farthest away. The ladies brought good cheer and a friendly spirit, that perhaps did as much to liven up the night as the actual food and coffee, which the men naturally enjoyed.

The Hongkew district was full of petty rioting yesterday—the usual brick throwing and minor assaults. Two foreigners were bruised round the head and face by missiles from gangs of workmen and idle students. The Hongkew Market was closed and the streets quiet. On East Seward Road many trams were assaulted by volleys of stones and "Irish confetti." There have been no reports of injuries here. Three cars fronting the Nanyang plant on Broadway were detained for some time but a combined baton charge by police and tram inspectors, broke the spirit of the gang. The wharf coolies are loose and wandering aimlessly round on this road. Several attempts have been made to derail cars by closing switch points with bits of iron, but have not proved successful so far.

A motor car containing a Japanese passenger was stoned at the intersection of Jessfield and Connaught Roads during the afternoon.

The police specials at Louza Station arrested several suspects who are to be finger-printed, as they are thought to have been in custody before.

The trams are running with but few exceptions, notably the Chekiang cross-town line—at Yangtszepoo no cars go beyond Muirhead Road, railleds have been taken off.

Later reports from Hongkew are that a dozen Russian shop-keepers and some Japanese merchants continued to do business at the market throughout the day with out interference from the rabble.

It is understood that, while some of the employees of Chinese newspapers have struck, the majority have decided to remain at work, in order to circulate news of the local situation amongst the Chinese community, as a suspension might lead to further disorder through leaving the field open to propaganda and exaggerated reports.

THE FRENCH CONCESSION.

A tram car running along North Soochow Road, just after turning past the General Post Office, was fired upon yesterday morning. No very great damage was sustained and the passengers inside, who mostly were foreigners fortunately escaped any hurt. It was not possible to ascertain from whence the fire came.

The situation in the French Concession during the riots so far has remained normal. No attempts at intimidation or demonstrations has been made by the students. It is understood that the French authorities issued one order which has the effect that any shops closing as part of the strike movement would not be allowed to reopen again, even when matters are adjusted.

French Volunteers remain unmobilised and the French Council has not had occasion to call the police reserve. Precautionary measures have been taken but no cause for any alarm has been felt by the authorities.

CINEMA NOTES.

QUEEN'S THEATRE.

Charles Ray portrays the rôle of Chet Burnett in his latest starring vehicle, "Two Minutes to Go," the First National attraction which comes to the Queen's Theatre to-day for an engagement of three days.

THE CHINESE MISSION.

GENERAL HSU AND PARTY AT MANCHESTER.

The Chinese Mission which is visiting the chief industrial places of Great Britain was in Manchester on May 4th. The mission is headed by General S. T. Hsu. With him were General M. C. H. Tsou, General Y. T. Sung, Mr. K. C. Weng, Mr. Z. F. Lin, Mr. V. P. Tchon, from the Chinese Legation at Washington, General Li, and Mr. H. A. Ottewill, of the Board of Trade.

The mission were received by the Lord Mayor (Alderman West), and then made a trip of inspection along the Ship Canal. They were the guests of the Chamber of Commerce at lunch in the Town Hall.

Dr. Alfred Rée, president of the Chamber, in proposing the health of the guests, said that all those present were anxious to foster trade between China and Lancashire. Lancashire would like to sell more cotton goods to China, and in return would be delighted if China would produce—what he believed she was trying to produce—a larger quantity of cotton, particularly longer stapled cotton. "I understand from his Excellency," said Dr. Rée, "that there is a strong tendency in that direction, and we hope that before many years are over we shall be able to draw some of our cotton supplies from that country."

Mr. Rankine Finlayson, chairman of the China Section of the Chamber of Commerce, seconded the toast, and said that China was Lancashire's biggest market after India. Lancashire had a big capacity and would not be satisfied till more orders came from China. They would like to go back to the pre-war volume of business. The average yearly volume of trade with China in the five years before the war was twice that of last year.

General Hsu, replying through an interpreter, confessed frankly that he was inexpert in commerce, but he promised that if ever, when he went back to China, he had to do with commerce, he would try his hardest to foster trade between China and Great Britain. He realised that the relationships between Great Britain and China were founded on trade, and, whatever changes there might be politically and diplomatically, he was convinced that there would be no change in the commercial relationships of the two countries.

In the afternoon the mission went on 'Change, and then visited Messrs. Richard Haworth & Co.'s spinning and weaving mills in Ordsall-lane, Salford. General Hsu during the day laid a wreath of pink and cream roses and blue irises on the Cenotaph.

After inspecting a cotton-spinning mill and weaving sheds, the party went on to Crewe, and will visit Liverpool before returning to London.

"LITTLE" HSU.

Mr. W. L. Oakes, Caerphilly, Cardiff, writes as follows to the *Daily Telegraph*:—

To one but lately returned from China the interview of your Diplomatic Correspondent with General Hsu makes both amusing and depressing reading.

"Little" Hsu has for long been one of those military adventurers whose designs have disturbed the peace of China. Time and again he sought and found a refuge in the International Settlement at Shanghai, only to continue his plotting from there. Finally, he was denied sanctuary, and as he had made Chinese territory too hot for him, he started on a world-tour. Whom does he represent but himself! Whence are the funds financing the so-called "Mission."

On May 5th the Tientsin correspondent of the *Morning Post* telegraphed as follows:—The fuss made over the civic receptions in England tendered to General Hsu Shu-tseng ("Little" Hsu) is causing considerable amusement in China, where he is remembered chiefly for his ruthless repression of Mongols in Urga and as the incompetent leader of the Frontier Defence Army. He was warned to leave Shanghai, as a danger to the peace and the good order of the Settlement, in July, 1921, and was deported therefrom in 1924. He has no standing in China except as a protégé of Tuan Chi Jui, the Provisional Chief of Executive in the new Government.

GREAT ART GIFT.

THE CHATER COLLECTION FOR HONGKONG.

Referring to the Chater collection of pictures relating to China, Hongkong and Macao (1655-1860), Mr. J. O. P. Bland says that of the many benefits conferred by Sir Paul Chater on his fellow citizens of the Crown colony of Hongkong, "assuredly none will rank higher in time to come than his gift of this collection of pictures and books descriptive of the early days of the Colony and commemorative of the events which led, and the men who contributed, to its making." Some of the pictures were exhibited at the Hongkong Pavilion at Wembley last year. Sir Paul Chater's old friend Mr. James Orange (formerly of Leigh and Orange of Hongkong) has catalogued the collection with descriptive letterpress in a volume published by Thornton Butterworth at seven guineas a copy. It contains eighteen plates in colour, with 245 reproductions in half-tone, and, according to Mr. Bland, it constitutes a very fitting and felicitous monument, not only to the public-spirited munificence of "Sir Paul," but to the memory of the stout-hearted mariners, pro-Consuls, and merchant adventurers of England, who, against heavy odds opened up new and great highways of commerce in the Far East. The collection which Sir Paul Chater is presenting to the Colony of Hongkong consists of 430 oil paintings, water-colour etchings, and engravings, together with a library of 54 books.

THE CANTON SITUATION.

DESULTORY SNIPING FROM BOTH BANKS OF THE RIVER.

HONGKONG RESIDENT'S EXPERIENCES.

SUNDAY AFTERNOON WALK ALONG THE TWO FRONTS.

A Hongkong resident who was in Canton on Saturday and Sunday has given the *Daily Press* an interesting account of the situation.

On Saturday the Cantonese issued an ultimatum giving the Yunnanese forces twenty-four hours in which to leave the City and announcing that if this order was not complied with they would drive them out and give them no quarter.

The ultimatum expired on Sunday. The answer of the Yunnanese was to open hostilities on Saturday afternoon.

The opposing forces, as is known, are on opposite sides of the river and cannot, or will not, come to close quarters. Desultory sniping is taking place from bank to bank and on Saturday afternoon several launches flying foreign flags came into the line of fire but no particular damage was done. No one is to be seen along the bunds either in Honam or Canton but a hundred or so yards back from the river the people were continuing their work as though nothing untoward was happening. All the side streets opening on to the bund are barricaded with sand bags.

CROSSING THE "TWO FRONTS."

Our informant, on Sunday afternoon walked from Honam to the *Kinshan* wharf—covering a distance of from four to five miles—and so traversed practically the whole area of the fighting on both sides of the river, while in Honam he was some few hundred yards away from the front and was consequently in little danger except perhaps when crossing the side streets. On the Canton side, however, he was in full view of the snipers and, being a wise man, he took to his heels and ran. Now he is debating hotly with himself whether his hurry was occasioned by fear of losing his boat or by fear of stopping a stray bullet, and he cannot make up his mind on the point. The soldiers, he said, seemed only half interested in the proceedings. Every few minutes one would pop up from behind his little barricade and take a shot and then dodge down again for a rest. Whilst hostilities are carried on in this fashion it is anticipated that little harm will be done. On Saturday afternoon, however, the residents in the Canton Christian College, had a fright when the Cantonese gunboat, the *Chung Shan*, discharged her guns, apparently for no particular reason, just outside their premises. All the Schools in the east side of Canton, in the Tungshan district, have been closed and the scholars sent home.

SUPPORT FOR CANTONESE.

It is generally expected that the Cantonese will prove successful if real fighting takes place. It is known that the Yunnanese are short of ammunition and the Cantonese have been receiving a steady stream of re-inforcements during the past few days. These troops have been brought up by the *Chung Shan* from the direction of Whampoa and have been landed at Honam.

Moreover, it is stated that the Cantonese army under General Hsu Chung Chi, which defeated Chen Chiung Ming's forces some months ago is steadily working its way back to Canton and is now only twenty miles from the City. This army it is expected will attack the Yunnanese from the East side and will make their position untenable.

MACHINE GUNS ON ROOFS.

Firing was continued throughout the whole of Sunday night.

Machine guns were mounted on the roof of the Engineers and Mechanics Guild headquarters in Honam and these maintained a constant fusillade. It is reported that all the windows of the Customs House and the Post Office in Canton have been smashed. The entire bund from Shameen to Taishatau remains deserted.

STEAMERS HELD UP.

The river steamers have been ordered away from the wharves, the Consuls having been warned by both parties that they will not hold themselves responsible for any lives lost or property damaged.

All the river steamers now anchor in the back reach between Fati and Shameen and there are between twelve and fifteen ocean going boats lying there also. They are unable to discharge any cargo because all the cargo coolies and lighter men are on strike.

The Senior Naval Officer, West River Command, has also instructed all river boats not to go to their wharves.

RIVER CRAFT FIRED ON.

A small Chinese gun-boat is stationed opposite Shameen and is firing on all craft going down the river from Shameen to Taishatau railway station.

On the Fati side the Canton troops are firing big shells right over Shameen into the City.

PASSENGERS ON THE "HONAM."

The Hongkong, Canton and Macao Steamboat Co.'s s.s. *Honam* which left Canton at 8.15 yesterday morning brought about 700 Chinese passengers to Hongkong.

YUNNANESE IN HONGKONG.

Several hundred Yunnanese arrived in Hongkong during Sunday and Monday with a view to joining the Yunnanese army. Several attempts were made by them to secure passages on steamers leaving for Canton, but in each case transit has been refused. They have come mostly from the districts of Hoihow and Haiphong and if they cannot reach Canton they will no doubt have to find their way back to their homes again as best they can.

NEWS BY CABLE.

A telegram through Reuter's Agency, despatched at midnight on Sunday, sums up the situation as follows:

The exasperation of the Cantonese at the arrogance of the hired Yunnanese and Hunanese troops brought to Canton by the late Dr. Sun Yat Sen to enable him to oust General Chan Chiung Ming, has led to an outbreak of fighting. While still protesting loyalty to the principles of Sun Yat Sen and the Kuomintang Party, the Yunnanese General Yang Hsi Min and the Kwangsi General Lau Tsun Wan have demanded that the authorities order the cessation of troop movements in the East River and North River districts; otherwise, they will take measures to resist same. The authorities have replied denouncing the General's insubordination, dismissing them and appointing General Chu Pei Teh as acting Commander of the Yunnanese forces. This is a virtual declaration of war.

General Yan Hsi Min has seized the Governor's yamen, the telephone and telegraph offices and the electric plant. The Yunnanese and Cantonese are entrenched on opposite sides of the river. The Yunnanese control the whole of the Canton side, while gunboats under the Canton authorities command the river. The Canton authorities chiefly depend on the Whampoa College cadets, who have been trained by Soviet officers.

THE SITUATION YESTERDAY.

A large crowd of Chinese thronged the praya last night and awaited the coming of the *Lungshan*, which tied up at the wharf at 11 p.m. having started from Canton at 5 p.m.

The vessel was swarmed with refugees, over 1,600 being on board. These were almost all of the better class Chinese, and when one recalls that the usual number of passengers brought in on the Canton vessels averages 600, it is apparent that those who can afford it are rushing to the only secure haven near China—Hongkong, away from the coming shambles of civil strife in war-mad Canton. There were also about forty Westerners on board.

No vessels tied up at the wharf in Canton yesterday, because the wharf now lies in the fighting area. On either side of the river, snipers were posted and were a vessel to anchor at the wharf, it would be in the line of fire. The *Lungshan* tied up at the buoy near the Shameen. From the deck the Canton side could be seen, and officers of the vessel stated last night that a large number of men were hard at work digging trenches. Strangely enough the fleet controlled by the Cantonese (Bolsheviks) was near enough to open fire on the trench diggers, but they lay quiet in the back reach and left the Yunnanese to entrench themselves undisturbed.

(*Continued on next Column*).

SILENT GUNS.

It was anticipated that the fleet would bombard Canton yesterday, but no shot was fired. Some twelve Chinese gun-boats are lying in the river, and those who are acquainted with the fighting up to the present in Canton state that the fleet would easily dislodge the Yunnanese, were it so inclined. The Yunnanese are armed with rifles only and could make no stand against a bombardment from the gunboats. There are no signs of artillery anywhere. Some three days ago, a number of machine-guns were landed for the Yunnanese. The rattle of machine-guns in action has not been heard yet.

A VISITOR'S TOUR.

A gentleman from Hongkong went up to Canton on the *Lungshan* yesterday. He was rowed to the city in a sampan and walked all the way to the Sun Company premises and back again. He left the vessel at 10 a.m. and returned at 2 p.m. He heard sounds of desultory firing, but did not see any dead. There were a few people on the streets and there was also a little traffic.

THE REFUGEES.

"The refugees," said an officer of the *Lungshan*, "came down from the Shameen, lined like an army, similar to the exodus of the Israelites from the land of bondage. There were old men and women, with weary gait carrying their little bundles; there were young mothers with babies strapped to the backs, and little children. Their burdens were generally small, but a few carried articles of furniture. Hundreds of sampans awaited their coming, and in these they were rowed to the vessel. The sampan people are war-profiteering with a vengeance; they charge as much as $10 to carry a single person. They will have little bargaining, and they who seek to flee do not remonstrate. At any rate, the sampan people are having their harvest. As the refugees were rowed across they were unmolested, but they sat huddled in the sampans silent and afraid. They started coming in from the morning up till the time we left, and when the vessel left Canton, they chattered, they laughed and rejoiced."

MORE FOREIGN DESTROYERS.

Two Japanese warships and one French gunboat, have joined the three British gunboats, and the French and American gunboats on the river.

THE HONGKONG SECTION AT WEMBLEY.

SHOWING THE WORK AND RESOURCES OF THE COLONY.

GREAT EFFORT FOR A BRIGHTER AND BETTER EXHIBITION.

[FROM OUR OWN CORRESPONDENT.]

London, May 16th.

The British Empire Exhibition of 1925 at Wembley has been set going with every hope of success as a popular attraction. It was opened by the King, who was accompanied by the Queen; and the ceremony took place in the Stadium in the presence of about 100,000 people. The scene at this second inauguration of an imposing display of the resources of the Empire was one of great splendour. Their Majesties drove in State from Buckingham Palace to Wembley with an escort of the 1st and 2nd Life Guards. Guards of honour were furnished by the Royal Navy, the Royal Marines, the Royal Air Force, the Irish Guards and the Middlesex Regiment.

Their Majesties were received by the Duke of York, President of the British Empire Exhibition, who read an address, of welcome, and the King replied. Both speeches were distributed throughout the vast spaces of the Stadium by loud speakers, and as they were also widely broadcast the spoken words were heard in all parts of the country and on the Continent by millions of listeners-in. There was a short religious service by the Bishop of London, and a wonderful effect was produced by the beautiful music of the massed bands of the Brigade of Guards and by massed choirs.

The Duke of York in the course of his speech referred to the Exhibition as a "University of Empire." The King sounded yet a higher note when he prayed that "by the blessing of God it may serve to draw closer the bonds which unite all parts of the Empire and to promote the general prosperity of the world."

THE GENERAL IMPRESSION.

It is not the purpose of this article to deal generally with the Exhibition as it presents itself to the visitor this year; but before referring in detail to the Hongkong Section I may say that the impression of Wembley is that there has been a considerable brightening of the whole place. The gardens look lovely, the lighting in the late evenings has been improved, and there has been a determined effort to make the whole surroundings more of a carnival than an education. This is to be seen in the way the Dominions have responded to the call of a "brighter and better" Exhibition; they have brought forward the scenic and the picturesque side, and generally pushed the frankly practical—or I might say the purely commercial—into the background.

There are more facilities for eating and drinking this year, more places to sit at ease and while away an hour or two and watch the human comedy of a crowd on pleasure bent, and the Amusement Park has been improved by eliminating third-rate side shows. The Palace of Arts is more accessible than last year as a result of cutting lanes through the jungle of exhibits.

(*Continued on next Column*).

But against all this must be set a decided falling off in some important directions. India and Burma are both officially absent. The Burmese building, the gem of the whole Exhibition, is still in evidence, but the charming Burmese shops are missing, and so are the graceful Burmese dancers. India is merely a huge bazaar run by merchants. Canada shows a fine panaroma of prairie and ranch and homestead from shore to shore; South Africa looks very spick and span with the South African train still a feature on which lunch is served—and a very good lunch, too—and Australia with its view of Sydney Harbour is an alluring invitation to the hesitating emigrant.

CHANGES AT HONGKONG.

Hongkong has endeavoured to brighten itself up in conformity with the laudable efforts pursued elsewhere at Wembley. Its situation is somewhat off the main track of visitors; but the high tiled roofs, the Chinese gateways, and the Chinese characteristics employed in the scheme of architecture challenge attention, to say nothing of the expansive welcome offered by the Chinese Restaurant overlooking the grounds. It will be a week or two before everything is ready in the section, but in this respect Hongkong is in no worse case than many of its neighbours.

The Hon. E. R. Hallifax is again ably carrying out the duties of Commissioner in charge of the section, with Sir Robert Ho Tung as the Associate Commissioner Chinese Representative, and Mr. C. H. P. Hay as Hon. Secretary of the London Committee. They are on the spot every day busily engaged on the thousand and one details necessary to make the section a place where visitors can see something of the trade and resources of the Colony, and inspect the products that may be regarded as typical of Hongkong.

Visitors who were at Wembly last year would notice many improvements in the arrangements. For instance, the panoramic view of Hongkong by night which was a feature among the side shows has been taken from a recess near one of the entrance gates and located in a more suitable situation. Instead of looking at the view of the Harbour with The Peak beyond through a series of openings similar to the peep-holes in a slot machine, you enter a chamber from which daylight is excluded. You stand by a hand-rail and look across a space which represents the harbour, and you see The Peak with its myriads of twinkling lights as one might take in the view from Kowloon. The visitor gets a glimpse of Hongkong as the stranger on the spot sees it for the first time under the magical spell of darkness, with a suggestion of mystery, and a sense of the romantic.

THEATRE MODELS.

In the same room seen under similar conditions are a number of models of theatrical productions which have been popular in Hongkong in recent years, with which the name of Mr. W. Sinclair is associated. I am informed that to this number will soon be added another one equally attractive. Mr. Sinclair is bringing over a model of "St. Joan", the most recent Hongkong production, so that the public at Wembley will have the opportunity to see what the Colony can do in the realm of dramatic art. Elsewhere models of Hongkong Dockyard which were one of the most striking exhibits last year will again be on view.

The silk exhibits will be prominently to the fore again with Lady Ho Tung in charge. She is taking the greatest interest in this side of the section, and once more the whole process of silk manufacture will be demonstrated. The general arrangement of this department has been improved to enable visitors to walk about without undue crowding, and they will be able to follow the fascinating art of weaving the silk into dainty garments. The workers are of course all Chinese who have been brought over for the purpose.

The shops which line three sides of the street in Hongkong have undergone considerable alterations. Many of them have been enlarged for the better display of articles. One is entirely devoted to the showing of silver ware, another to rattan furniture, another to foodstuffs. A wise move has been made to control the prices at which goods are exhibited for sale. Whatever impressions were conveyed a year ago as to the prices of the products of Hongkong, there will be no mistake on this occasion. This is one of the advantages of running the section under Government auspices. In the course of conversation Mr. Hay told me that an effort will be made to give to the section something of the atmosphere of Hongkong, and convey, in some measure at any rate, a true idea of its manifold business activities.

THE CHINESE RESTAURANT.

The Chinese Restaurant has been cleaned and painted and smartened up so that it looks a very attractive place in which to have a meal. The massive black pillars have been polished till they gleam. So have the little tables of black-wood with inlaid tops, and the chairs inlaid with mother-of-pearl. Heavy curtains of Royal blue have been cleverly employed to impart a touch of colour, and the Chinese attendants are all in smart uniforms. Care has been taken to see that the charges for food are reasonable. The menu is as varied as anyone could desire; and the Restaurant is this year fully licensed. There is every reason to expect that Hongkong will have a full share of patrons in the coming Summer, and that it will be a popular rendezvous at Wembley.

SALE

LANE, CRAWFORD'S ARE OFFERING A HUGE PURCHASE OF LADIES' UNDERWEAR FOR THIS WEEK ONLY AT RIDICULOUSLY LOW PRICES.

THESE GARMENTS ARE ALL HAND-MADE AND EMBROIDERED ON THE FINEST FABRICS PROCURABLE AND ARE MODELLED ON THE LATEST DESIGNS FROM PARIS.

HERE ARE A FEW EXAMPLES OF THE VERY ATTRACTIVE.

PRICES :—

'NIGHTIES'	FROM	$3.00	SILK-CREPE
'TEDDIES'	,,	$4.00	'NIGHTIES'
'KNICKERS'	,,	$3.00	AT $12.00
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THE LADIES' SHOP in PEDDER STREET.

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CONTINENTAL

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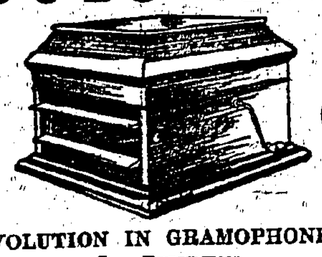
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PEDDER STREET.

NEW ADVERTISEMENTS

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 8th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 8th June, 1925. [2277

S.S. "ANGKOR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo from BORDEAUX, &c., ex s.s. "VILLE DE STRASBOURG," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 15th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 17th June, 1925, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 13th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 8th June, 1925. [2278

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE Motor Ship "MALAYA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of June, 1925, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 15th of June, 1925, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 19th of June, 1925, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 9th June, 1925. [2279

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "SICILIA" Captain B. HARRISON, D.S.O., R.N.R., carrying His Majesty's Mails, will be despatched from this Port on or about WEDNESDAY, the 10TH JUNE, 1925, at Noon, taking Passengers and Cargo for the above Ports.

Silk, Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 5 P.M., the day before Sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to— MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 5th June, 1925. [2273

CHINA AUCTION ROOMS.

FOR GOOD THINGS and REAL BARGAINS Come to The CHINA AUCTION ROOMS, China Building, Ground Floor. [100

INTIMATIONS

ST. JOSEPH'S COLLEGE.

A MEETING will be held at the COLLEGE on TUESDAY, the 9TH JUNE at 5.30 P.M., for the purpose of discussing the Arrangements in connection with the Celebration of the GOLDEN JUBILEE of the College.

All Past Pupils are cordially invited to be present.

BRO. AIMAR, Director.

2274]

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-FOURTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., LTD., Pedder Street, Hongkong, on WEDNESDAY, the 10TH JUNE, 1925, at 11 o'CLOCK in the Morning, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3RD to 24TH JUNE, 1925, both days inclusive.

By Order of the Board, JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 19th May, 1925. [2212

HONGKONG BOXING ASSOCIATION.

THEATRE ROYAL,

JUNE 13TH, 1925, AT 9.15 P.M.

FIFTH TOURNAMENT OF THE SEASON.

ANDRE DUPREE v. C.P.O. JIM CARTLIDGE.

FIFTEEN 2 MINUTE ROUND CATCHWEIGHT CONTEST.

AND ABOUT SIX OTHER MINOR CONTESTS.

BOOKING at MOUTRIE'S FOR:—

MEMBERS Only on the 10TH and 11TH JUNE.

GENERAL PUBLIC, 12TH and 13TH JUNE.

PRICES: $10.00, $3.00 and $1.00.

NOTE:—MEMBERS of the HONGKONG BOXING ASSOCIATION are entitled to One Ringside Seat Each for $7.50 on production of their Membership Cards. Members are requested to Sign their Names when taking Tickets at the Reduced Rate. [2272

PUBLIC AUCTION.

BY Order of the Mortgagee, of VALUABLE LEASEHOLD PROPERTY situate at YAUMATI, KOWLOON, in the Colony of Hongkong, and known as The Remaining Portion of Kowloon Inland Lot No. 1389, together with No. 36, Portland Street, erected thereon to be Sold by AUCTION on THURSDAY, JUNE 11TH 1925, at 12.00 NOON, at their Sales Rooms, No. 8, Des Voeux Road Central, Victoria, Hongkong, by Messrs. HUGHES & HOUGH, LIMITED, Auctioneers.

For further particulars and Conditions of Sale, apply to Messrs. LEE & RUSS, Solicitors for the Mortgagee or to Messrs. HUGHES & HOUGH, LIMITED, Auctioneers.

Hongkong, 28th May, 1925. [2248

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement). Apply— SECRETARY, A. S. WATSON & Co., LTD.

2032

TO LET.

OFFICE in UNION BUILDING—TWO ROOMS on FOURTH FLOOR. Apply— UNION INSURANCE SOCIETY OF CANTON, LTD. [2173

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WANTED.—EXPERT TYPIST and FILING CLERK. Apply stating Experience and Qualification to Box No. 98, c/o *Hongkong Daily Press*. [98

TO LET.—LARGE, Airy and Commodious OFFICE ROOMS in PRINCE'S BUILDING. Apply to—SECRETARY, PRINCE'S BUILDING & LAND CO., LTD. [97

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[50

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 9TH, 1925.

BRIGHTER HONGKONG.

A CHARGE frequently levelled against Hongkong by many of the younger residents and by a large percentage of visitors is that there is practically no social life in the Colony. Newcomers and passers-through are constantly telling us that socially the place is dead; and then to prove their statements they draw comparisons between Hongkong and Shanghai, or between Hongkong and its sister colony Singapore; comparisons which, it is almost unnecessary to add, are seldom flattering to us. Much advice is given regarding what should be done to brighten the lives of the inhabitants here and, although many of the suggested innovations would, in our opinion, be scarcely desirable, the fact remains that we might with advantage copy certain ideas from the two ports mentioned.

It is generally admitted that Hongkong has wonderful bathing facilities, lovely surroundings, a glorious and not too cold winter season, and a splendid golf course. But we are reminded that all these advantages are enjoyed during the day, and that Hongkong goes to sleep with the sun.

It may be that one cause of this local social torpor is the *contour of the place*. The man living in the outskirts of Shanghai or Singapore can step from his threshold into his Ford or Diamler and be at the Astor House or Raffles' Hotel in a few minutes with little or no inconvenience: in flat country such a proceeding is simple. But in hilly and harbour-bisected Hongkong conditions are different: ferries, chairs, rickshas and Peak trams are requisitioned to convey pleasure seekers to their Mecca, and should their Mecca be Repulse Bay, a bus or car has to be added to the number of vehicles employed. Thus considerable time is spent and much inconvenience experienced in "travelling" in Hongkong, and this often detracts from the evening's enjoyment. How many of our "bright young things" who complain of Hongkong's slowness overlook this important factor? However, although many of Hongkong's staid residents doubtless consider the Colony to be better without too many "gaieties," and are probably thankful that the place has to a certain extent been free from the jazz band, there is little question that the majority of the younger generation will agree, as we have said already, that Hongkong could with advantage take an occasional lesson from its neighbours. And after all the wishes of the younger members of the community must sometimes be considered. For example, we were informed recently that Singapore is doing something which Hongkong could and should easily do, something which Hongkong might have done years ago, and something which if properly organised and conducted would be an asset to the community and a most popular and educative acquisition. The note to which we refer says: "A scheme to establish a public band at Singapore has definitely materialised. It has been decided to establish a police band of thirty performers. . . . The band will be subsidized by the municipality and will give public performances in the town."

Bravo Singapore! Now if Singapore can do that, Singapore which has suffered tremendously since 1920 owing to the double slump in tin and rubber—the life blood of the Malay Peninsula—surely Hongkong can do the same. Is there any good reason why we cannot have a municipal band? It does not require an Act of Parliament but merely a little public spirit. During the depressing years of the war that energetic and very much alive body, the Special Police, had an excellent band which in those dark days helped greatly to make the people here forget the carnage and sorrow in Europe. The concerts given then are still pleasantly recalled by the ten-year residents to the envy of the newcomers who would welcome something of a similar nature. Now in 1925, nearly seven years after the Armistice, Hongkong with a larger and more light-hearted population is more than ever in need of such an organisation. If band concerts in the Public Gardens were popular entertainments then there is surely no doubt as to their desirability to-day. If our memory is not playing tricks we remember a performance given by a band from Manila a few years ago on the cricket ground, when a large and appreciative audience gave the musicians a great welcome. What Singapore has done Hongkong can do. Many members of that popular Special Police band are still with us and these might form the nucleus of Hongkong's Municipal Band.

An automatic revolver found on a heap of sand at the back of the Kowloon Fire Station was on Sunday handed over to the police by Mr. M. Murphy, overseer of the Y.M.C.A. building, Kowloon.

The return of notifiable diseases in the Colony for the 48 hours ended on June 7th, shows 1 Chinese case of paratyphoid fever, 2 Chinese cases of cerebro-spinal fever, and 1 case of rabies in a dog.

Amongst the passengers on the *President Polk* which arrived yesterday was Mr. J. S. Brodhead, Managing Director of Colgate & Co. Mr. Brodhead was accompanied by his wife and son.

A Death Inquiry was conducted by Major C. Willson, sitting as Coroner, at the Central Magistracy yesterday, concerning the circumstances surrounding the death of a former prisoner in the Victoria prison, who died in the asylum. The evidence given showed that the man had died from tuberculosis.

Revenue Officers seized a quantity of morphia on board the *Amazon Maru* when she arrived in Hongkong from European Ports. It is stated that the morphia was concealed in barrels made to appear as if they contained mercantile chemicals. There were about 25 barrels, about half of which contained morphia.

Miss Mabel Garrison, the famous American coloratura soprano, who gave a very successful recital at the Theatre Royal on Friday evening last, left the Colony for Manila by the *President Jackson*.

A Chinese coolie was the victim of a highway robbery which took place on the Chinwan-Sham-Shui-Po Road on Sunday. He was found by Messrs. Hast and Vickars (two Europeans) lying half-unconscious on the road suffering from a number of stab wounds. The injured man was removed to the Kwong Wah Hospital. The police received a report that eight men participated in the robbery, a sum of $30 being stolen from the coolie.

A Chinese constable, who was on patrol duty on Friday night, became suspicious of the movements of a man on whom he found, after search, a dagger and some wire. The same night, another Chinese was arrested at Queen's Road, West, following the discovery of a dagger hidden in his shoe. Both men will be charged at the Central Magistracy by Divisional Inspector Grant. There is reason to believe that a robbery was planned on a Chinese house.

At the Central Magistracy yesterday, Lo Po, a lamp trimmer of the steamer *On Lee* who was arrested on Sunday night when leaving the Ping On Wharf with 40 tins of illicit opium, appeared before Mr. S. B. B. McElderry on a charge of being in possession of the opium and one revolver and fifty rounds of ammunition. The drug was found on him, but the revolver and ammunition were subsequently discovered amongq his kit in his room. Defendant was remanded until to-day.

LAUNCHING THE "TAISHAN."

CEREMONY TO BE PERFORMED BY THE MISSES HOLYOAK.

It is expected that there will be a large gathering at the launching of the *Taishan*, which takes place at the Taikoo docks to-morrow (Wednesday) at 11 a.m. Launches will leave Murray Pier for the dockyard at 10 a.m.

The *Taishan* is a twin screw steamer built to the order of the Hongkong, Canton and Macao Steamboat Company. When completed it will replace the *Honam* on the Canton run. The *Honam*, which is 43 years old, will be sold.

According to reports the *Taishan* will be not only the best equipped vessel owned by the local river boat company, but one of the best on the China Coast. Its cost will be approximately a million dollars. The speed stipulated in the building contract is fifteen knots, but it is confidently expected that it will do seventeen. The *Taishan* is the first vessel built by Taikoo for the Hongkong, Canton and Macao Steamboat Company.

The launching ceremony will be performed by the two Misses Holyoak. One sister will presumably cut the tape to free the boat from the stocks whilst the other will break the customary bottle of wine across the ship's bows. That two young ladies should act as sponsors for the boat in this way, will mean, according to the Chinese view, double prosperity for it. May it be so.

GIVEN UP BY THE SEA.

DEAD BODY OF CHINESE FOUND ON THE SHORE.

The partly decomposed body of a Chinese was found washed ashore in one of the quiet bays of the mainland on Sunday, the circumstances pointing to murder.

In one side of the face there was a round hole, where a bullet had entered it, while there were two deep wounds caused by a dagger in the chest. A stone had been used to sink the body, but this had become unfastened from the rope, the result being that the body was washed ashore with half a length of rope still attached to the girdle.

The man's age appears to be between 20 and 35 years and he had the appearance of a seaman.

Enquiries are being conducted by the police in an attempt to establish the deceased man's identity.

MOTOR MISHAPS.

CARS BADLY SMASHED.

Two motor-cars, one owned by Mr. A. H. Compton, and another belonging to a Chinese collided on Sunday at the junction of the old and new roads to Repulse Bay. Both cars were badly damaged.

Another motor midshap occurred on Sunday, when Mr. C. R. Lammert, jr., crashed his car into a wall at Stubbs Road, near Barker Road. The car was badly damaged, but the driver escaped with minor injuries only.

"THE PRUNE KING."

HAS SHORT STAY HERE ON WAY TO COLOMBO.

Among the passengers on the *President Polk* which leaves for Manila to-day, is Mr. W. P. Simpson, President in 1923 of the New Orleans Association of Commerce. Mr. Simpson is touring the East as a special representative of the New Orleans Association of Commerce and affiliated organisations in the Mississipi Valley, his purpose being to investigate trade conditions and to promote friendly relations between business men of the East and of New Orleans and the Mississipi Valley. Mr. Simpson goes on an extended tour of this character each year. He will probably stay for some time either in Penang or Colombo.

Other passengers by the liner are:—

Mr. R. E. Heinseiman, prominent lawyer of Rochester, N.Y., *en route* to the States after a sojourn in Japan.

Mr. C. N. Conover, Chief Engineer of the U.S. Coast and Geodetic Survey at Washington, D.C., is *en route* to Manila on official business.

Major Dallas W. Shaffer and wife—*en route* to Manila where Major Shaffer will be in charge of the making of serum for the extermination of the rinderpest. Major Shaffer is being sent there by the U.S. Army.

Mr. L. G. Weigel and sister Eleanor, of Roselle, N.J., are *en route* to Manila to visit their uncle, Major-General Weigel, U.S. Army.

Mr. E. R. Roberts, representing the John Lucas Company, of New York, is *en route* to Singapore on a business trip.

Mrs. J. L. Gallagher and Mrs. Anna Hogrefe of San Francisco—*en route* around the world. Mrs. Gallagher is the sister of Mr. H. M. Lorber, Secretary of the Robert Dollar Company.

Mrs. Charles Spear and Mrs. F. S. Mills, of San Francisco, *en route* around the world. They are the wife and daughter of Mr. Charles Spear, President of the State Harbour Board at San Francisco.

Mrs. Mary Sagar, prominent society leader of San Francisco and Napa, California, *en route* around the world.

Mr. J. J. Cutter, Prune King of California, *en route* around the world.

Mr. Henry S. Patten and family of Alhambra, California, *en route* to Marseilles. Mr. Patten is a prominent lumberman in Southern California.

In addition to those named there are many other tourists taking advantage of the excellent accommodations and service which the *President Polk* offers, and a goodly number are joining the ship here and at ports farther south.

The *President Polk* sails to-day, for Manila on a further stage of her voyage.

"PRESIDENT POLK."

INFORMAL RECEPTION HELD ON BOARD.

The Dollar liner *President Polk*, arrived yesterday, from Shanghai, and tied up at Kowloon wharf. It will be recalled that the vessel was laid up for over eighteen months at New York wharves after being gutted in a fire, when she returned after a second cruise around the globe. She was completely remodelled and reconditioned and is now on her third round-the-world cruise.

An informal reception was held on board yesterday afternoon, when Mr. E. L. Matheson, General Agent for the Company in Hongkong, conducted visitors over the ship. There were present many well-known persons connected with Hongkong shipping, among them being Mr. Demeester and Mr. C. F. J. Quarles van Ufford, of the Java-China-Japan Lijn; Mr. F. K. Crapnell, of the Kowloon Godown Co., Mr. Y. Tsutsumi, Manager of the Toyo Kisen Kaisha and Mr. Featherstone of the Canadian Emigration Dept.

The *President Polk* sails to-day for Manila.

AFTER 23 YEARS.

NAVAL POLICE-SERGEANT GOES HOME.

After completing 33 years Government service, Sergeant Allen, of the Royal Naval Dockyard Police, is leaving the Colony for Home on Thursday by the s.s. *Carmarthenshire*, having had to retire from the Force on pension owing to ill-health.

Sergeant Allen served with the Royal Artillery for a period of 16 years in various stations abroad, and he has been with the Naval Yard Police in Hongkong for nearly 18 years. He possesses the Police Medal for Good Conduct and his many friends in the Colony will wish him all happiness and prosperity in his retirement at home.

CHINESE SUMMER MADNESS.

STUDENTS MAKE ABSURD DEMANDS AS PRELIMINARY TO NEGOTIATIONS.

PEKING BANKERS' STRONG ATTITUDE.

OFFER TO FINANCE BOYS' STRIKE FUND.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 8th.

Various Chinese Commercial and Student Unions met in the Chinese Chamber of Commerce last evening. They passed seventeen resolutions, which were handed to the Chinese delegates. They include four demands, which the strikers consider essential as preliminaries to official negotiations.

They are:—

Firstly: The cancellation of a state of emergency.

Secondly: The withdrawal of the marines.

Thirdly: The release of the arrested rioters.

Fourthly: The restoration of closed schools.

WIDE ASPIRATIONS.

Other resolutions reveal wide aspirations, including the early cancellation of extra-territoriality; that the British and Japanese Ministers meanwhile should apologise to the Chinese Government and guarantee no further similar action; the abolition of the Mixed Court; the appointment of high Chinese officers to the Municipal Police; Chinese representation on the Shanghai Municipal Council in accordance with the amounts paid in taxes; payment of damages to the dependents of those killed or injured in the strike; payment of business losses and also the non-passage of a number of proposed Municipal and trade regulations.

TAKING FULL PRECAUTION.

SHANGHAI, June 8th.

Two hundred marines from H.I.J.M.S. *Tatsuta* landed this morning.

Two Japanese gun-boats from the Yangtze have left for Shanghai. Four Japanese destroyers have arrived, two of which have gone up river to protect foreigners at Yangtze ports.

The student demonstration at Foochow was a fiasco, owing to the Tupan's precautionary measures.

Chinkiang, Tsingtao, Kinkiang and Hankow are now quiet. While there have been no disturbances at Shanghai, the strike situation is unchanged. Defence measures are continuing. Further arrivals of naval men have enabled the authorities to lighten the duties of the volunteers.

DIPLOMATIC INVESTIGATION.

PEKING, June 8th.

Reports from Nanking indicate that the situation there is becoming more serious.

A telegram from Taiyuanfu states that rioters wrecked the local agency of the Asiatic Petroleum Company, smashing windows and tearing down the sign.

It is understood that Chang Tso Lin contemplates issuing a circular telegram advising the students to refrain from acts of violence pending diplomatic investigation.

Members of the diplomatic delegation left for Shanghai this morning by the "blue express." It is stated that they will not sit as a commission nor take formal evidence, but make independent investigations returning within a few days with their report.

The directors of the local Chinese Bankers' Association this morning decided: Firstly, to telegraph to the Chinese banks at Shanghai urging them to support the students: secondly, to telegraph to public bodies urging them to pursue the present agitation to the end; thirdly, to furnish $10,000 strike relief funds; fourthly, to advise native banks to refrain from co-operating financially with the foreign banks concerned.

TROUBLE AT KAIFENG.

KAIFENG, June 8th.

The students here have gone out on a sympathetic strike. There is growing intensity against foreigners and the situation is most serious.

CHINESE IN LONDON.

LONDON, June 7th.

A special meeting of the Union of Chinese Associations, held in London, has passed a resolution protesting against "the use of armed forces by the interfering Powers to suppress the strike, and shoot down defenceless workers and students," and recording full support to the strikers.

SYMPATHY AT MOSCOW.

RIGA, June 7th.

Moscow telegrams show that the Soviet is closely and sympathetically watching events in China. The newspapers are publishing detailed accounts.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

CAMPAIGN IN MOROCCO.

THE FRENCH WITHDRAW FROM TANOAT POINTS.

PARIS, June 8th.

A message from Fez states that the French troops withdrew from various points in the Tanoat region, after the destruction of a number of posts which had served as lines of communication between the French and tribes who had gone over to the rebels.

The enemy concentrations are reported to be northward of Beni Der Koub.

RIFFS INCREASE PRESSURE.

FEZ, June 8th.

The Riff pressure is increasing at various points on the front, necessitating the greatest vigilance on the part of the French command, who are convinced that stakes in the struggle are not only the Protectorate of Morocco, but the whole of the North Africa Colonies. Abd el Krim has not concealed his intention to raise Mohammedans throughout Africa if the present offensive succeeds.

AVIATION IN GERMANY.

TWENTY-SIX MACHINES COMPLETE FOURTH LAP.

BERLIN, June 8th.

Twenty-six machines have completed the fourth lap in the round Germany flight. Thirtyeight, including four babies, started on the fifth and last circuit of 600 miles. The flights, so far show that none of the machines under 40 horsepower have completed four circuits. Eight under 80 horsepower have succeeded, among the best being the Udet with a 50 horsepower Siemens engine. Fifteen have been successful among those with a maximum of 120 horsepower.

EARLIER CABLES.

BRITAIN AND FRANCE.

IMPORTANT MEETING HELD AT GENEVA.

GENEVA, June 7th.

Mr. Austen Chamberlain and his party have arrived to attend the Council of the League of Nations, opening on June 8th.

They lunched this afternoon with M. Briand, with whom they are expected to have important conferences.

EARLIER CABLES.

CRISIS IN GREECE.

ISLAND OF SAMOS IN REBELS' HANDS.

ATHENS, June 7th.

Trouble has broken out on the Island of Samos, where insurgents have seized Government buildings, arrested officials, released prisoners from the gaols and looted the contents of the state coffers amounting to nearly one million drachmae. Whether the movement is political or a mere act of banditry on the part of two notorious and influential Samian brigands, the Brothers Vafiades, is not yet clear, but it is known that the leaders are demanding the resignation of the Greek government and fresh elections. Though this may be mere camouflage the Government is determined speedily to crush the outbreak and has despatched a naval squadron to surround the island pending the arrival of troops.

FURTHER DEAILS.

ATHENS, June 7th.

Officials, soldiers and gendarmes from Samos who have arrived at the neighbouring island of Chios, report that the insurgents, to the number of 450, were armed with captured rifles. The landing of troops on Samos is momentarily expected.

A Rome message says it is semi-officially stated that armed bands from the interior took possession of Samos with the object of ejecting the Greek officials and securing a reduction of taxes. They threaten to proclaim Samos an independent Principality unless their demands are satisfied.

LATEST CABLES.

MARTIAL LAW DECLARED.

ATHENS, June 8th.

The declaration of martial law at Samos is announced.

The landing of naval units and troops was well received by the inhabitants. Apparently only a small proportion of the inhabitants have joined the insurgents.

Samos has been blockaded with a view to preventing the escape of the insurgent leaders.

The situation at present does not seem at all disquietening.

EARLIER CABLES.

COTTON CONGRESS.

RESULTS OF CONFERENCE AT VIENNA.

VIENNA, June 7th.

At the International Cotton Congress, a resolution was passed expressing the opinion that the world's statistical position of cotton was such as to warrant an extension of cotton growing wherever feasible on a commercial basis, urging the Governments of all countries where cotton could be produced with advantage to stimulate the development of cotton growing by increasing the cultivated area, creating efficient transport, recognising the construction of irrigation and drainage works such as are being undertaken in the Soudan and India. It added that there are proper means of bringing about an increased supply of cotton, and fervently hoping that all Governments will decide on similar works where it is shown that the cotton crop could be considerably increased by means of irrigation.

THE SIRDAR'S MURDER.

ALL ACCUSED SENTENCED TO DEATH.

CAIRO, June 7th.

All those accused of the murder of the Sirdar have been sentenced to death, except the chauffeur. There was a distressing scene in Court, some of the prisoners shrieking and having to be removed struggling.

£10,000 REWARD PAID.

Later.

The ex-convict, Negui Bhelbawi, the chief agent employed by the secret police in their investigations and who was largely responsible for the success of the police enquiry, has received the reward of £10,000 (Egyptian) offered by the Government for the apprehension of the murderers.

THE SOFIA OUTRAGE.

SENTENCE ON WOMAN IS COMMUTED.

SOFIA, June 7th.

The death sentence on Madame Nicolava in connection with the bomb outrage in the Cathedral has been commuted to "light seclusion for life."

KING OF ITALY.

SILVER JUBILEE AS RULER DULY CELEBRATED.

ROME, June 7th.

The twenty-fifth anniversary of the Italian King's accession was celebrated all over Italy.

Troops were reviewed in Rome this morning, after which Their Majesties drove in state to the Quirinal and received Government officials, many Deputies and Senators.

The presidents of the Senate and Chamber read loyal addresses. The King made a speech of thanks; and the King and Heir Apparent cordially conversed with Signor Mussolini and several Cabinet Ministers and Deputies.

AN ALLEGED PLOT.

SPANISH ASSASSINATION PLAN IS DENIED.

MADRID, June 7th.

Their Majesties the King and Queen of Spain had an ovation on their arrival from Barcelona.

BOMB PLOT DEMED.

LONDON, June 7th.

The Spanish Embassy in London discredits the story of the attempt on the Spanish Royal train. It says it is merely part of a campaign to discredit Spain.

[It will be recalled that a bomb had been discovered in a tunnel through which the Royal train was to have passed].

IMMIGRANTS TO JAMAICA.

CHINESE AND SYRIANS MAY RUIN COUNTRY.

KINGSTON (Jamaica), June 7th.

His Excellency the Governor, Sir Samuel Wilson, who is proceeding to England on June 8th on two months' leave of absence on medical grounds, will discuss with Mr. Amery, *inter alia*, the question of alien immigration which was discussed in the Legislature recently when it was declared that Jamaica would be ruined unless steps were taken to prevent the further immigration of Chinese and Syrians.

BALLOON RACE.

CONTEST FOR GORDON BENNETT TROPHY.

BRUSSELS, June 7th.

Crowds witnessed the beginning of the Gordon Bennett balloon race this afternoon, in which there are eighteen entrants, including British, French, Belgian, Spanish and Italian, three each, United States two, and Swiss one.

They first leave French Picardie, in the direction of France.

LAWN TENNIS.

FINALS OF TOURNAMENT AT ST. CLOUD.

ST. CLOUD, June 7th.

In the lawn tennis championship finals, Borotra and LaCoste beat Brugnon and Cochet, 7-5, 4-6, 6-3, 2-6, 6-3.

In the mixed doubles finals, Mdlle. Lenglen and Brugnon beat Mdlle. Vlasto and Cochet, 6-2, 6-2.

Mdlles. Lenglen and Vlasto beat Misses McKane and Colyer, 6-1, 9-11 6-2.

LATEST CABLES.

FOOTBALL IN AUSTRALIA.

SYDNEY, June 8th.

The English soccer team beat New South Wales by four goals to one.

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

ETERNAL VIGILANCE.

AMERICAN PAYS TRIBUTE TO BRITISH NAVY.

NEW YORK, June 7th.

Admiral Plunkett, addressing the 93rd reunion of the New York University, after presenting the University with a 12-inch mortar used by Admiral Farragut in the Civil War as a memorial to the students Alumni who died in the great war, lauded Britain's rule of the waves to which he attributed the avoidance of war in the past. He declared that future peace lay in the adoption of this standard of eternal vigilance.

The British Consul-General, Sir Harry Armstrong, representing Sir Thomas Lipton, presented the University with the mast of *Shamrock IV*. He also made a speech expressing the faith and power of Britain and the United States to establish world peace.

INDIAN GUARD INJURED.

AMERICAN FLOUR BROKER FACES SERIOUS CHARGES.

At the Central Magistracy yesterday, before Mr. S. B. B. McElderry, Mr. Werschkul, a young American flour broker was charged on four counts consequent on a motor accident on the Repulse Bay Road on Saturday. The charges were: driving without a proper licence, driving whilst in an intoxicated condition, driving in a wanton and reckless manner, and causing grievous bodily harm to an Indian guard.

The police stated that the car driven by defendant, swerved away from the main road near the hotel, and careered up the slope leading to the front of the building, and knocked down an Indian guard who was stationed there.

After the accident, it is alleged that defendant drove off with other passengers in the car, and was only intercepted at Shaukiwan, by Inspector Blackman, who had received a telephone message from Repulse Bay.

The car, a closed-in Buick, was at the Central Police Station yesterday. The glass of one of the lamps was smashed and the number plate was dented.

Defendant, who was represented by Mr. Turner, was remanded for a week, bail being fixed at $2,000. The Indian sustained a severe fracture of the hip and is likely to remain in hospital for some time.

P.W.D. DRAUGHTSMAN.

REFUSES TO BE SEARCHED IN MAN HING LANE.

At the Kowloon Magistracy before Mr. E. W. Hamilton yesterday, a Chinese draughtsman of the P.W.D. was charged with refusing to be searched by a police constable.

The constable said that he accosted the man at 9.30 p.m. at Man Hing Lane on Sunday and told him that he wished to search him. Defendant resisted.

Defendant stated that he grabbed the policeman's hands and said that he wanted to see them before he would allow the constable to search him. He was thereupon assaulted and later arrested.

His Worship discharged defendant with a caution.

MOSQUITOES AND MALARIA.

RESULT OF BRITISH MEDICAL MEASURES.

The greater the man the more careful must he be in the use of words. Mr. E. Ralph Langley, District Commissioner at Sierra Leone, who is in England on leave, has just brought this fact home to Sir Ronald Ross. Speaking on his regular theme, the mosquito and malaria, Sir Ronald Ross was reported as stating that he had just heard from his daughter, the wife of the principal Medical Officer of Health at Sierra Leone, that there was not a mosquito there, and no malaria. It was a fine tribute to the anti-malaria measures of the Government, but some of the gilt was taken off the gingerbread by Mr. Langley, who declared that such a sweeping statement, coming from such an eminent authority as Sir Ronald Ross, is liable to give a very wrong impression of the conditions. Sierra Leone, according to him, may be no longer "the White Man's Grave," but mosquitoes and malaria are still there.

He explains that the lady in question lives at Hill Station, which is the residential quarter for Europeans. Hill Station is 800 ft. above sea level, and, owing to stringent sanitary precautions, spread over a number of years, there is no doubt that the mosquito pest has been partially, though not entirely, eliminated in that one small area. In the "bush," however, where Mr. Langley has spent much of his time, although much has been done to improve conditions, the effect so far as mosquitoes and malaria are concerned is small. Sir Ronald has had, of course, to reply to his critic, and seems to be quite annoyed. "He might have guessed," he says, "that I had been inaccurately reported; the lady told me that she had not seen any mosquitoes there since her arrival a few weeks previously—a very different matter."

Continuing, Sir Ronald says, "I visited Freetown nearly a quarter of a century ago on three occasions, and largely at my own expense, in order to show the officials my scheme for reducing mosquitoes, practically the same scheme as that subsequently adopted so successfully by General Gorgas at Panama. For this grave crime I have frequently been flagellated in the Press since then by gentlemen such as your correspondent."

We are not familiar with Sierra Leone, but we can speak with some knowledge of Malaya, says the *China Express and Telegraph*, where Sir Ronald Ross's anti-malaria measures have been in vogue for some years. On the plantations conditions are improving considerably, and many of the districts which

(*Continued at foot of next Column.*)

INDIA: 1805-1819.

EXTRACTS FROM AN OFFICER'S DIARY.

This account consists of excerpts taken from the diary of an officer who came out to the country in 1805. If his lot did not lie in pleasant places, at least it enabled him to traverse a great part of the peninsula of India, from the Ganges to the Indus.

Landing at Madras, he saw parts of the Carnatic and joining his regiment in Malabar, saw service in Mysore and Travancore, after which his fortune led him to Bengal, and a few years afterwards to Bombay, where he took part in the destruction of the fastnesses of the pirates in Kathiawar.

Before proceeding further and as a preface to his diary, let us mention an incident he reports.

CAPTURING A CLEVER SPY.

A British Officer, with a small detachment of sepoys, was stationed in a pass of the ghauts, for the purpose of intercepting the enemy's hurkaras (despatch-carriers). Among many other travellers, a man in the garb of a sillager was stopped. By his own account he was merely going to a neighbouring town. He wore only a cloth round his loins, a blanket, which served him as a sort of a tent, being contracted to fit his head while it covered his shoulders, and a pair of old sandals.

This scanty dress and all other means of concealment were carefully searched, and a stick, which he carried with little bells fixed to it, for the purpose of frightening away tigers and elephants on his journey through the forests was broken lest there might be a letter enclosed.

"Let him pass," said the Officer.

"Saheb," replied an old Subadar with a venerable beard, "permit the voice of experience to penetrate the ear of understanding, and suffer me, thy servant, to examine these sandals."

This hint, respectfully offered, was not scornfully rejected. The soles of the almost worn out sandals were cut, and behold a letter in the Persian character, made up in the form of a small roll, was secured in a proper opening. It contained information that led to the surprise and defeat of the Mahrattas, with the capture of their treasure, camels and elephants.

LIFE ABOARD AN INDIAMAN.

Life on board an Indiaman in those far off days could not have been as bad as some chroniclers would expect us to believe, for this officer writes:—No situation can be more lively and agreeable than that of a young officer on board an Indiaman, during his passage out. Hope presents to his youthful mind a bright picture. The captain and officers of the ship are generally attentive and gentlemanly, and a large party of ladies and brother passengers sit down every day to excellent cheer, and exhilarating wines, at the cuddy table, while the evenings are spent in dancing on the quarter deck, either to an organ or the ship's band. At the same time, the lee-side is occupied by the soldiers and their wives, whose unsophisticated steps form a ludicrous contrast to the graceful movements on the other quarter. Time flies, and his flight is unheeded amidst the diversion found in music, books, drawing, backgammon, chess and piquet. It is most to be dreaded, in such a situation, that quarrels should arise and disturb the harmony that ought to reign; but fortunately, on this occasion there were so many old officers returning to their regiments, and such proper discipline exercised by the seniors, who commanded the troops on board, that every aberration from concord was checked, and the whole kept in proper time.

HOOGHLY A CENTURY AGO.

Let us take an excerpt of his views of the Hooghly and Calcutta and see the vast contrast to the present time, when science and mechanism have added considerably to the amenities of life. Writing in 1814, he says: "The Hooghly, on the eastern bank of which the city of Calcutta stands, is the western arm of the Ganges, and the natives call it, as well as many other rivers, Ganga, being the name of one of the three goddesses of waters. She is fabled to have been brought to light in the same way nearly as Minerva—from the brains of Brahma."

"In going up this river, the observer, if he be a man of sensibility, is strongly affected by what he sees. The luxuriance of nature and the grandeur of the scene please his eyes, while the custom and manners of men make his heart bleed. He beholds many an emaciated form being worn away to the last gasp of lingering existence, brought from a long distant residence to expire near the sacred stream; the pains of death are often embittered by forcing the muddy water down his throat; for when the recovery of any person is despaired of his immediate friends hurry him off to the river, in the hope that the goddess will restore him miraculously to life, if they can force him to drink freely.

At the same time he views the smoke ascending in curling volumes from many a funeral pile; and the useful stream bearing away the remains of those whose friends could not afford to burn them."

"The gun evidently announced sunset instead of one o'clock as now-a-days, for he mentions. "When the gun had announced the setting of the sun, and the drums, bugles, and trumpets along the line performed that fine point of war the retreat, we went to mess."

(*Continued from previous Column.*)

at one time had very bad reputations have become quite attractive. The results of the very intensive anti-malaria campaign which the Government has been conducting are plainly discernible in that some of the districts which have long enjoyed good health are not the only ones which have healthy and contented labour forces. From some of the worst districts in the country malaria has been eradicated, and the formerly healthy districts now have very keen competitors for labour.



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MOTOR BOATING IN HONGKONG.

THEIR USES FOR BUSINESS AND PLEASURE

POSSIBILITIES OF FURTHER DEVELOPMENT.

[BY E. FINDLAY SMITH IN "MOTOR BOAT" (LONDON).]

Certain articles on the prospects of the marine motor in China have given the impression that only Europeans could successfully run motor boats, and that they were chiefly owned by white people; that the Chinese would not understand multi-cylinder engines of the four-stroke type, and other pessimistic views. My recent experience in the principal Chinese ports is that the vast majority of boats are owned and run by Chinese. A European owner never employs a white crew and is rarely seen running the boat himself.

The modern Chinese has developed a mechanical turn of mind and makes a better engineer than his Indian brother, who invariably hands his engine over to Chinese mechanics in case of a serious overhaul.

Most hull designs show an up-to-dateness which strikes anyone who has not watched the rapid developments in Eastern ports since the advent of the internal-combustion engine. There are, nevertheless, a few fantastic examples among recently converted junks and carg boats. The shape of the Chinese motor lighter is such that it is easily driven by an 8 h.p. single-cylinder hot-bulb oil engine. The high broad transom keeps the exhaust gases well clear in a following wind. The large perforated rudder makes steering easy, as it relieves pressure on the helm and acts efficiently in shallow water. No alteration is necessary, beyond the usual installation work, to convert these boats to auxiliaries or full-powered motor boats. The small harbour sampan, with its fine lines and lighter construction, would make an excellent fast harbour launch, but their owners are poor watermen with large families, all of whom live on board, and they could not afford even the smallest engine. An outboard motor should drive these sampans, at five or six knots. In spite of their small battened lugsail they are quite fast in a breeze and handle fairly well to windward, although an occasional pull on the stern oar has to be resorted to in heavy traffic. By means of a simple twist of this long-balanced oar, called a "yuloh," a motion similar to that of sculling a dinghy over the transom is produced.

The fleet of passenger boats off Blake Pier, the principal landing-place, shows how the sampans are being pushed into corners by their more up-to-date sisters.

Before speaking of full-power craft, I will discuss the possibilities of the largest type of Chinese junks. Very few possess auxiliary power, but, despite their heavy construction and deeper draught, the heavy-duty two or four-cylinder paraffin motor, of about 12 h.p. to 16 h.p., drives these mediæval-looking craft at about four or five knots, which is ample to stem the worst tide in some of the narrows between the numerous islands. The construction of the stern varies with different types of junks, but all of them are fitted with a perforated lifting rudder, which works in a kind of trunk. A side propeller is always fitted, as the rudder slot must be kept clear.

Although some junks are older than any craft we at home can boast of afloat, the type remains suitable to local conditions, either for fishing or freighting. It must be borne in mind that the Chinese sailor lives entirely on his ship. It is generally his only home and means of livelihood, the raised poop making an excellent "house" for his large family, not to mention the pig and hen coop slung out over the stern.

A few yachts have been built on the lines of a junk, with auxiliary power under the poop deck. No yacht in China is in the true sense a single-hander, however small. At least two native boys, a No. 1 and his mate (who is often a son or relative), live on board. They look after the boat (more or less!) and handle the sails, engine, or any of the more strenuous jobs, while the owner or his friends take the tiller and give orders.

The week-end habit afloat is a *sine qua non* of existence in China wherever there are navigable waterways, and both Chinese and Europeans realize the advisability of installing a motor in any type of craft which will take them to their favourite bathing beach or hunting ground and bring them home at a reasonable hour instead of being becalmed or weatherbound at the end of a perfect day.

In Hongkong motoring is so restricted that the motor boat is bound to have a good future. Already a few rich Chinese have tasted the exhilaration of a fast chine-hull speed boat, as our American cousins call them. In Canton and Shanghai the American type of runabout, complete with hood and bucket seats, is quite a common sight.

HARBOUR LAUNCHES.

A few years ago a progressive Chinese built a large fleet of standardized harbour launches for European and Chinese hire-service companies, who run them as "taxis" to Kowloon, on the mainland, and to the hundreds of ships lying in the roadstead. These fast little boats are rapidly ousting the sampans, and are cheaper to hire than cars. Some are 25 ft., some 30 ft. long, and generally fitted with a four-cylinder 16 h.p. Penta paraffin engine running at high revolutions, and installed under a short fore deck and canvas hood. Their hard use has made them rather noisy, but, considering that some of them have done four years' almost constant service, they have proved their reliability. Built purely for passenger service, with a permanent awning and large cockpit to hold about 24 persons, they are not particularly suitable for towing, but occasionally they pick up a batch of sampans becalmed or seeking the shelter of the typhoon refuge-harbours for small craft.

Some motor-launches fly the Chinese Republican flag of many colours, but the majority fly the Red Ensign, under which the Chinaman feels safer from his piratical compatriots. The crew usually consists of one Chinese skipper-engineer and two or three youngsters who keep the brasswork clean and handle fenders and boathook. The wheel and all controls are just forward of lockerthwart amidships. The hulls are quite seaworthy, although they seldom venture beyond the harbour limits and are not much used for bathing parties owing to the absence of cabins. Being registered boats their tonnage is carved on the main beam and works out at 2.24 tons. The transom is neatly curved and the steering quadrant is in a locker under the after-deck. The boats are mostly heavily constructed of teak; the coamings, seats and other parts which at home would be varnished are kept scrubbed bare. The deck seams, as in most Eastern-built vessels, are caulked white, giving the teak decks a very smart appearance. Two Pyrene fire-extinguishers are carried. The exhaust is led aft through the transom, and is water-cooled from a by-pass controlled by a two-way cock.

Contrary to my expectations, the engines are well kept, all brass parts polished, and no evidence of rust. The bilges are also clean and painted white in some cases. Four of these standard boats are now operating at Canton, having made the journey there under their own power.

POMPADOUR JIM.

The Roar of the Crowd. The True Tale of the Rise and Fall of a Champion. By James J. Corbett. With a Foreword by Robert Gordon Anderson. Illustrated. G. P. Putnam's Sons.

Jim Corbett held the World's Heavyweight Championship for a time, in a period when the Ring was unusually rich in big men who could box as well as fight. The tradition of the true fighting style, based on the English doctrine of the straight left with the body's weight behind it, has been passed on by one of the incomparable Jem Mace's pupils from Australia to California, and it was in the inspiring sunlit airs of the Pacific slope (where men can sprint faster and jump higher than anywhere else on this planet!) that it produced heavy-weight champions in comparison with whom Dempsey is a picturesque mediocrity. Corbett was perhaps the most interesting of these famous pugilists, for he lacked the physical advantages of the others and had to rely for success on a swift and baffling artistry (little, if at all, inferior to Peter Jackson's) and an unsurpassed insight into the psychology of his opponents. Moreover, he was one of the first professional pugilists to cultivate the amenities of living, to dress quietly and behave modestly and refrain from bullying his inoffensive neighbours, either with the bluff brutality of J. L. Sullivan or with the cold cruelty of Charles Mitchell.

How Corbett acquired his skill, a genius for opportunism as it were, in the rough-and-tumble life of San Francisco is vivaciously told in a book which is full of the zest of living dangerously. He rightly claims to have been the inventor of the left hook. Less laudable was another invention, the demoralisation or "getting the goat" of an opponent, by means of overt or covert insult—a process carried on not only during a contest, but also during the negotiations for it and the period of training intensively. Boxers' vanity exceeds that of actors and singers, and that is why Corbett attributes his defeats to unlucky accidents whereby a won game was foolishly thrown away. Fitzsimmons, that wonderful example of boxing architecture whose body hitting "on a shift" (*i.e.*, by changing feet smoothly so that the actual impact had the weight of a swinging body behind it), has never been surpassed for severity, and Jeffries, who weighed 15½st. in hard condition and was too big to be hurt, each beat Corbett on two occasions. The reviewer saw the Fitzsimmons-Corbett Championship battle at Carson City, and there could be no doubt whatsoever after the first few rounds that Corbett's left hooks and jabs were too weak to wear down the Cornishman and prevent him from getting in a decisive blow. The sight of the winner's furious eyes in a blood-drenched face, as he stalked his man with long, slithering steps, is a picture in remembrance—you could see Fitzsimmons felt sure of his prey! But Corbett's accounts of his four famous defeats are given in perfectly good faith, and he seems to have acquired a genial philosophy of life in an arena where human nature is seen naked—not merely in the nude—and the polite hypocrisies are unavailing.—E.B.O.

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

April 27th.

NIGHTCAPS.

One of the effects of the shingled head which modern maids are affecting steadfastly has been to bring back into favour the old-fashioned nightcaps of their grandmothers. The reason for this, of course, has more to do with utility than purely aesthetic effect, for the shingled head is anything but an economical proposition and the marcel waves that it has cost so many pennies to acquire have an aggravating habit of soon straightening themselves out. The nightcap therefore, has been thought of as a means of prolonging the life as it were of marcel waves by preserving them in their creases during the night when frequent turning about on a pillow is apt to rub them out. The material chosen for a cap should above all be very light and transparent in texture, so as to allow as much air to filter through to the head as possible; otherwise it will be found that depriving the roots of the hair in this fashion of air will have a disastrous effect on the growth and lustre of the hair. Closely-woven silk, net or lace are the best materials to choose and one of the best shapes that of the bonnets worn by the peasants in Normandy. For the front part, you take a straight band of lace about three inches wide—rows of insertion finished with an edging will do just as well and but this a length so that it frames the face; then, for the back part, simply add a round shape that cups the back of the head. You can add ribbons to tie under the chin and keep it in place, and rococo flowers, of course, at any point you like. A bonnet of this shape will hold the hair perfectly in place during the night, and if it is made of a combination of lace and net, it will allow to penetrate through to the head as well.

TWO-LAYER TEA TABLES.

No one but a distracted hostess trying to serve tea to her guests and keep up an intelligent conversation at the same time realises how impossible a task this really is. Therefore, it must have been a woman who thought of the idea of the tea table with two layers, the top surface on which to spread out the cups and actual tea things, the second to hold the plates of cakes and sandwiches so that they are right at hand for passing. Tables of this description lacquered in some bright shade, set with a tea set of China in one of the many charming colours that modern potters have been turning out, will not only add armony colour to a room, but be a boon to its hostess as well.

THE BATEAU NECK.

Transparent yokes on day dresses are one of the novelties of the season. They are chosen in bright colours in some transparent material such as Georgette, mousseline de soie, organdie and so on, according to the material of the dress to which they are allied, and add a pleasing note of grace to most models. Sometimes, they are cut deep down at the back and shallow in front and are fitted with a collar that finish at the back with a bow and long streaming ends. Some times, instead of an actual yoke, there will be a bateau neck that descends down onto the shoulders cupping them in the most graceful manner. These, too, are fitted with a diminutive collar.

SHIRT BLOUSE RETURNS.

With the return of the shirt blouse and the strictly tailored blouse for wear with suits has returned the fashion for women of wearing sleeve links. So many blouses and jumpers are fitted with long sleeves now and so many of these are fitted with cuffs that need links as a fastening that, this was only a natural consequence. But, like every other mannish fashion that women are wearing to-day, these links are decidedly feminine. The most effective are those made of large imitation stones and pearls, joined together by a narrow gold chain. Pearls, coloured one specially, are very much in evidence as cuff links, and they are chosen to match the pearls round one's neck or in one's ears.

CHILDREN'S FROCKS.

Frocks for children continue to be simple, though colourful affairs. The straight line is preserved as much as possible, with, for the more elaborate one, the addition of pleats, godets and tucks to an unlimited extent. Kasha is an ideal material for these days which, although blessed by a shining sun, are still liable to be visited by treacherous winds. Kasha mixed with silk is another excellent idea. Very bright colours are the vogue in masha, scarlets, grass greens, mustard yellows and geranium pinks. The exception are white turn outs, and most ravishing they look, especially when they are accompanied by white gaiters and shoes. A white kasha coat finished with a collar and cuffs of white rabbit and topped by a close-fitting hat bordered also by a band of rabbit looks about as smart a turn-out on a child of from five to nine that one could wish. Checks and plaids are worn not a little also, an idea being to make short little pants of the same material that are worn underneath in place of a petticoat. For the Summer days that are ahead, nothing is more effective or practical than the little washing frocks of printed material.

SACHETS FOR TROUSSEAUX.

For the bride-to-be nothing is more acceptable for her trousseau than a dainty sachet in which to keep her handkerchiefs, her gloves or ribbons. Very charming ones that are as dainty as they are practical can be made from delicate coloured linen embroidered in some harmonising shade, blue with pale pink, grey with pink or lilac, green with geranium red or coral pink, for instance. More elaborate are the sachets made of plaited coloured ribbons. To make these, all you have to do is to cut a piece of cardboard the size of your sachet and cover it on the top side by weaving a sufficient number of ribbons together in an ordinary basket weave. You then cover the underside of the cardboard with a piece of satin to match the shade of the ribbon dominating most in the weave and add a second side of satin, pad with cotton wool and quilt it and your sachet is ready for presentation after you have fitted it with ribbons or a satin-covered button and loop to fasten the two sides together. A set in three different sets of harmonising colours could not fail but to gladden the heart of any girl going through the enthralling process of preparing her trousseau.

(*Continued at foot of next Column.*)

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr M. Axelrood
Miss N. Baily
Mr A. Burri
Mr N. Beale
Capt. J. Beck
Mrs E. B. Bellios
Capt. Bentley
Mr D. Z. M. Berthou
Mr R. J. Birbeck
Mr Arthur Boyd
Mr L. J. Brourcourt
Mr D. E. Cappleman
Mr J. Connelly
Mr J. H. Cook
Mr J. D. Deckie
Miss O. Eccles
Mr H. J. Eddo
Mr E. E. Ellis
Mr F. J. W. Focken
Monsieur Foignette
Mr & Mrs A. H. A. Fong
Mr S. Frank
Mr & Mrs P. D. Gain
Mr C. C. Gallop
Capt. Gambell
Miss H. R. Gaskell
Dr. Douglas R. Gawler
Mr & Mrs J. Gould
Miss A. I. Griffin
Capt. T. P. Hall
Miss A. & F. Hamilton
Mr & Mrs W. A. Hannibal
Mr G. A. Harriman
Mr A. H. Haslund
Mr S. Hirsch
Mrs O. H. Hollman
Mr C. E. Holmes
Mr R. E. Humphreys
Mr J. Jebsen
Mr A. Jensen
Mrs Andry Jerrald
Mr Burton St. John
Mr & Mrs E. Johnson
Mr J. H. Johnstone
Mr J. R. Jones
Mr J. E. Joseph
Mr R. Kant
Mr & Mrs N. Karanjia
Mr W. H. Kirman
Mr & Mrs C. Lauritsen
Mr M. E. Lautman
Dr. Geo. Leavell
Mr D. Y. Lee
Miss H. Lillie
Mr G. N. de Man
Mr & Mrs C. Mancini
Mr A. Martendale
Mr L. Mavris
Mr K. F. Melchers
Miss D. H. Metcalf
Mr W. Bruce Merkie
Mrs C. A. Murray
Mr & Mrs E. H. Newton
Miss Newton
Mr & Mrs A. Noble
Mr E. H. O'Farrell
Mr J. E. Ollerton
Mr & Mrs R. J. Parsons
Mr B. H. Pope
Mr Isaac Poppo
Mrs Eu Pyen
Mrs E. Pynut
Mr I. C. Ramsey
Mr A. H. Rowe
Mr & Mrs L. Rowatrie
Mr Joseph A. Satosky
Mr & Mrs W. Schofield
Mr D. Kurkell Sherman
Mr. & Mrs B. A. Shirazee
Mr & Mrs A. D. Silas & infant
Mr A. Silva
Capt. I. Siquiland
Mr R. W. E. T. Snuggs
Miss F. M. Snuggs
Dr. H. F. Sommers
Mrs E. Sparke
Mr M. B. Synbury
Mr A. H. Tait
Mr H. J. Tattershall
Mr James Thorn
Mr & Mrs L. A. Tobias
Mr T. C. Todd
Lt.-Col. & Mrs G. Tules
Mr & Mrs Vagmeux
Mr S. J. Vessey
Mr B. L. Wakefield
Mr H. Watkins
Mr P. E. Wilson
Mr R. E. Winers
Mr & Mrs G. Woesnep and child
Mr Samuel Wong
Mrs S. S. Wong

REPULSE BAY HOTEL.

Mr & Mrs A. W. Van Andel and child
Mr & Mrs C. O. Bassaldo & party
Mr Corley
Mr & Mrs A. E. A. Carleton
Messrs Chiu Chi Sin & Tsan Tso Chow
Mr A. Dupre
Mrs & Miss L. Somers Ellis
Mr & Mrs Fleming
Mrs Godson
Miss Goetz
Mr & Mrs A. Hicks
Mr & Mrs M. Y. Herbschield & child
Mr & Mrs B. J. Lacon
Mr & Mrs A. Langbert
Mr E. W. Lattie
Mr & Mrs E. Lund
Mr & Mrs de Meester and children
Mr & Mrs Morrison
Messrs Oei Yok Kei & Oei Chek Puan
Mr & Mrs J. N. Parker
Mr & Mrs B. H. Puerner
Mr & Mrs T. Schryver
Mr & Mrs Shermen
Mr & Mrs W. C. Vander Steen
Mr & Mrs Townend
Mr H. T. Werschkul

PEAK HOTEL.

Dr. J. W. Anderson
Mr S. A. Arthur
Mr F. Austin
Miss E. R. Bailey
Dr. H. Balean
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TJIMANOEK ...	JAPAN via KEELUNG & AMOY	16th "	18th "	BATAVIA
TJIBESAR	JAVA via M'SAR.	17th "	19th "	YOKOHAMA
TJILATJAP ...	SOERABAIA	19th "	25th "	MAKASSAR & SOERABAIA
TJISALAK ...	SHANGHAI	21st "	23rd "	BATAVIA
TJIKINI ...	SOERABAIA & MAKASSAR	24th "	26th "	SHANGHAI & DAIRY
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	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S.	"Malaya" ...	in port	20th July
M/S.	"Tongking" ...	15th July	—
M/S.	"Australien" ...	20th August	—
M/S.	"Asia"	25th September	—

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CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

THE NEW FRENCH REMEDY

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U.S. NAVIGATION LAWS.

LIST OF DESIRABLE CHANGES DRAFTED.

The committee appointed some time ago by Mr. Alfred Gilbert Smith, president of the American Steamship Owners' Association, to draft a list of desirable changes in the American navigation laws has completed its work and submitted a report which is of vast significance to American shipping interests. The committee recommends that the present laws bearing upon the technical side of the design, construction and operation of vessels be repealed and that the Department of Commerce be authorized to prepare a complete new set of regulations covering these matters. There is no doubt that the present laws are antiquated and that regulations should be promulgated which are more applicable to the constantly changing methods and conditions of construction and propulsion.

THE LOAD LINE LAW.

The report also contains a recommendation for the enactment of a load line law, the conditions affecting the fixing of the load line to be determined by regulations drawn up by the Department of Commerce. This is a very necessary law, and the Department of Commerce can be depended upon to make regulations in this connection which will not place American vessels at a disadvantage in competition with vessels of other nations, but which will be subject to uniform international agreement.

WORKMEN'S COMPENSATION.

The committee requests enactment of legislation covering workmen's compensation for sick and disabled seamen on the general basis of the Merchant Shipping Act of Great Britain and following the general wage scale of compensation in American ships.

Other recommendations contained in the report are the repeal of the requirement that 65 per cent. of the deck crew be certificated able seamen; the repeal of the language test in so far as it applies to American vessels in competitive foreign trade; the modification of the requirement as to certificated lifeboat men so as to bring it into conformity with the International Conference on Safety of Life at Sea; the modification of the law governing the frequent payment of wages to seamen so that payments to men during the voyage may be left to the discretion of the master; the amendment of the law relating to the discharge of seamen so that the use of continuous discharge books is made compulsory; the suspension of the 50 per cent. duty on repairs effected abroad until some form of national aid or protection is given American ships.

POSSIBLE OPPOSITION.

The recommendations affecting the employment and working conditions of seamen are bound to be contested by advocates of the Jones Act, and the suggestion that the regulation imposing a duty on repairs effected abroad be suspended will meet with opposition from ship repairers. For these reasons speedy action on the report cannot be expected. The report has already gone to the Shipping Board, but we suggest that these recommendations be submitted to the delegates at the conference of shipping interests which is being called by the American Steamship Owners' Association with a view to bringing about a unity of opinion on a national shipping policy. If the report could go forth with the endorsement of such a conference Congress would be more inclined to give it favourable consideration.—*Nautical Gazette.*

FOUR OIL TANKERS.

ORDERS FOR THE TYNE.

Contracts for the construction of four motor-driven oil tankers of 10,000 tons each have been placed with two Tyneside firms by the Anglo-Saxon Petroleum Company, Limited, the shipping company associated with the Shell Transport and Trading Company. Orders for two other vessels of similar type and tonnage have been placed on the Continent.

The *Times* Newcastle-on-Tyne correspondent telegraphs that the orders for the four tankers are understood to represent an outlay of between £800,000 and £900,000 and that it is believed that two of the vessels will be built by the Palmer Company, Jarrow, and two by R. and W. Hawthorn Leslie and Co., Hebburn. An official of the Anglo-Saxon Petroleum Company in London confirmed the information as to the placing of contracts, but declined to disclose the prices.

Lord Bearsted, in a letter published in *The Times*, recalled the placing of orders for six tankers by this company in Holland last year because the price quoted by the builders there was no less than £10,000 per ship below the lowest tenders of British firms," and added: "If the order for some vessels of the same company may be placed in Great Britain, it is only because the Dutch yards are full and cannot accept further contracts."

The situation was discussed with one closely associated with the shipbuilding industry, who said that sufficient had transpired to show that the prices at which the firms had accepted these orders were "desperation prices" taken simply to keep the yards going and the workmen together. He admitted that the Dutch firms have been assisted by their Government, but he expressed the belief that the main reason why so much of the work of the Anglo-Saxon Company had gone to Holland was that the company has substantial Dutch interests. He added: "In the past, in connection with tanker orders, endeavours have been made to use Dutch tenders to induce British shipbuilders to cut their prices."

Referring to the orders mentioned by Lord Bearsted in his letter, he agreed that Lord Bearsted probably wrote from first-hand knowledge since he was at one time

(Continued on next column).

WEATHER REPORT.

June 8th at 19.00.—Pressure has decreased slightly over Shantung, south Japan, the Loochoos and the Bonins, and increased slightly elsewhere; it is highest over S. Manchuria and north Japan. The depression is moving eastward to the north of Oshima, and the trough remains in the northern China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, June 8th 0·84 inch. Total since January 1st, 25·82 inches, against an average of 27·56 inches.

The forecast for the 24 hours ending at 18 hours, June 9th is as follows:—

DISTRICT	FORECAST
Formosa Channel	N. winds, moderate.
Hongkong to Gap Rock	E. winds, moderate; fair to showery.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 8th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.55	29.57	29.58
Temperature ...	85	79	83
Humidity ...	77	91	81
Wind Direction ...	W	Calm	East
" Force ...	1	0	3
Weather	C	C	C
Rain	0.00	0.00	0.78

Highest open-air Temperature on 7th ... 88
Lowest open-air Temperature on 8th ... 78

HONGKONG TIDE TABLE.

From June 9th to 15th, 1925.

Days of Week	Days of Month.	High Water. H'kong. Standard Time.	High Water. Height.	Low Water. H'kong. Standard Time.	Low Water. Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	9	m 10 9	7 5	m 3 39	2 8
				5 41 a	0 0
Wed.	10	m 0 41	4 0	m 4 21	3 1
		m 10 52	7 4	6 36 a	0 2
Thur.	11	m 1 52	3 9	m 5 14	3 4
		m 11 39	7 1	7 35 a	0 6
Fri.	12	m 3 7	4 0	m 6 16	3 6
		32 a	6 4	8 36 a	1 0
Satur.	13	m 4 16	4 2	m 7 31	3 8
		36 a	5 7	9 38 a	1 3
Sun.	14	m 5 12	4 5	m 9 23	3 8
		3 52 a	5 1	10 36 a	1 6
Mon.	15	m 5 53	4 9	m 11 9	3 4
		5 14 a	4 8	11 26 a	2 0

INDO-CHINA

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SAILINGS SUBJECT TO ALTERATION.

BANGKOK via SWATOW	"KWAISANG"	Tuesday,	9th June,	Noon.
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wednesday,	10th June,	10 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Thursday,	11th June,	8 a.m.
SHANGHAI via SWATOW	"YATSHING"	Thursday,	11th June,	10 a.m.
MANILA	"YUENSANG"	Thursday,	11th June,	3 p.m.
SHANGHAI via SWATOW	"YUSANG"	Friday,	12th June,	10 a.m.
SANDAKAN	"MAUSANG"	Saturday,	13th June,	Noon.
STRAITS & CALCUTTA	"NAMSANG"	Saturday,	13th June,	3 p.m.
KOBE via AMOY, SHANGHAI & MOJI	"HOSANG"	Sunday,	14th June,	7 a.m.
TIENTSIN	"CHIPSHING"	Monday,	15th June,	Noon.
BANGKOK via SWATOW	"CHAKSANG"	Tuesday,	16th June,	Noon.
SANDAKAN	"HINSANG"	Tuesday,	23rd June,	Noon.

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"GLENSHIEL"	25th June	"GLENBEG"		27th June
"PEMBROKESHIRE" ...	9th July	London, Rotterdam and Hamburg.		
"GLENIFFER"	23rd July	"GLENSHIEL"		26th July
"GLENOGLE"	6th Aug.	London, Rotterdam & Hamburg.		
"GLENAMOY"	23rd Aug.			

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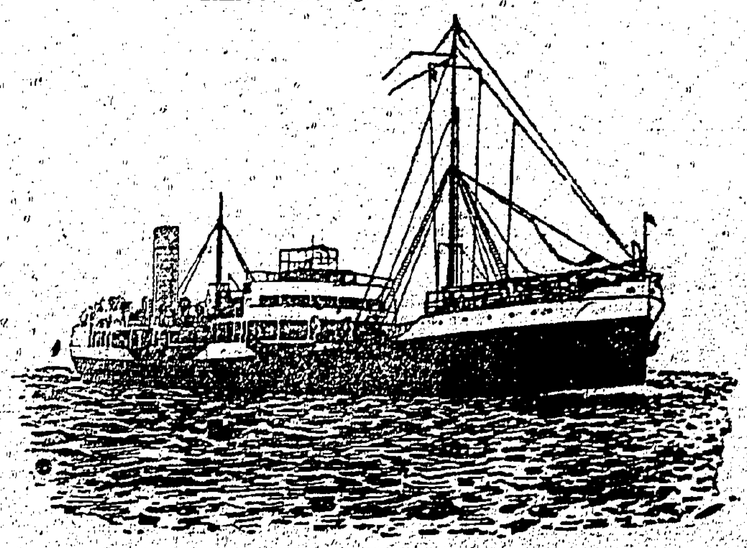
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SHIPPING NEWS

ARRIVALS.

June 7th.

Nittsu Maru No. 12, Japanese str., 1,275 tons, Capt. M. Tsujiguchi, from Keelung, with a cargo of coal, lying at buoy No. B30.—M.B.K.

Kiangan, British str., 1,555 tons, Capt. A. N. Harrison, from Singapore and Swatow, with a general cargo, lying at buoy No. C35.—B. & S.

Lerke, Norwegian str., 678 tons, Capt. G. F. O. Keogh, from Sama Bay and Hoihow, with a cargo of coal, lying at buoy No. C16.—Pak Tai Co.

Lunchow, British str., 1,416 tons, Capt. Le Chevalier, from Pakhoi, with a general cargo, lying at Stonecutters.—Sing Kee.

Lorestone, British str., 1,406 tons, Capt. A. C. Inglis, from Saigon, with a cargo of rice, lying at buoy No. C18.—Fook Tai Hong.

Nagoya Maru, Japanese str., 3,324 tons, Capt. M. Fukuda, from Moji, with 1,346 tons of general cargo, lying at Kowloon wharf.—N.Y.K.

Samadra, Swedish str., 5,083 tons, Capt. S. Hollberg, from Yokohama and Cebu, with a general cargo, lying at buoy No. A8.—Gilman & Co.

Tokuyo Maru, Japanese str., 1,298 tons, Capt. T. Ishizaki, from Keelung and Swatow, with a cargo of coal, lying at buoy No. C35.—O.S.K.

Taiszemo, Chinese str., 402 tons, Capt. R. J. Nogueira, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf.—Yau Fat Co.

Takada, British str., 1,223 tons, Capt. R. W. Hocking, from Osaka and Amoy, with a general cargo, lying at buoy No. A2.—Mackinnon, Mackenzie & Co.

Fat Shing, British str., 1,421 tons, Capt. W. J. Gooker, from Tsingtao, Shanghai and Swatow, with a general cargo, lying at West Point wharf.—Jardine, Matheson & Co.

June 8th.

Angkor, French str., 3,787 tons, Capt. J. Brun, from Marseilles and Saigon, with a general cargo, lying at buoy No. A2.—M.M.

Amakusa Maru, Japanese str., 2,687 tons, Capt. H. Oyama, from Haiphong Hoihow, with a general cargo and pigs, lying at O.S.K. wharf.—O.S.K.

Independence, American str., 4,753 tons, Capt. Jones, from Shanghai, with a general cargo, lying at buoy No. A24.—Admiral Oriental Line.

Kitsu Maru, Japanese str., from Canton, lying at Wanchai.

Ice Hoe, Chinese str., 510 tons, Capt. K. Panull, from Kwang Chow Wan, with a general cargo, lying at buoy No. B21.—Kai Hing S.S. Co.

President Polk, American str., 6,301 tons, Capt. K. A. Ahlin, from New York *viâ* Shanghai, with a general cargo, lying at Kowloon wharf.—Dollar S.S. Line.

Produce, Norwegian str., 1,170 tons, Capt. E. Winsnes, from Newchwang, with a general cargo, lying at buoy No. A28.—K. LarYsen & Co.

Saujun Maru, Japanese str., 1,599 tons, Capt. S. Imai, from Dairen, with a general cargo, lying at Wanchai.—M.B.K.

Sinkiang, British str., from Canton, lying at buoy No. E9.

Taito Maru, Japanese str., 1,915 tons, Capt. S. Arai, from Keelung, with a general cargo, lying at buoy No. B34.—Y.K.K.

Trieste, Italian str., 3,225 tons, Capt. A. Cuvellari, from Trieste, with a general cargo, lying at Kowloon wharf.—Dodwell & Co.

CLEARANCES.

June 8th.

Angkor, for Shanghai.
Haimun, for Swatow.
Hongto, for Foochow.
Hydrangea, for Swatow.
Kinshuin Maru, for Keelung.
Kiangan, for Swatow.
Kishu Maru, for Swatow.
Kinngchow, for Amoy.
Lerke, for Whampoa.
Nagata Maru, for Singapore.
Nelcus, for Singapore.
New Mathilde, for Hoihow.
President Polk, for Manila.
Produce, for Canton.
Ryuku Maru, for Dairen.
Sanka Maru, for Keelung.
Sinkiang, for Amoy.
Sunli, for Kwang Chow Wan.
Taiszemo, for Kwang Chow Wan.
Takaoka Maru, for Keelung.
Winghong, for Hongay.
Yatshing, for Canton.

PASSENGERS.

ARRIVALS.

Per s.s. *Angkor*, on June 8th:—Mr. G. E. Peres, Mr. J. R. Cormes, Mr. F. Silva, Mr. Sanger, Mr. Sireyjol, Mr. B. E. Wrigley.

Per s.s. *President Polk*, on June 8th:—Mr. F. A. Bowen, Mr. and Mrs. J. Broadhead, Mr. H. A. Conant, Capt. and Mrs. R. I. Kintoch, Mr. and Mrs. E. Nissim, Mr. Frank R. Vida, Miss Chu, Mr. Hsu Kou Ching, Master Hsu, Mr. Hsu Hsi Yuan, Mr. K. F. Kwan, Mr. C. H. Kwan, Mr. J. W. Lum, Mr. and Mrs. A. G. W. Marr, Mr. Chang Hong Po, Mr. A. M. Birchall, Mr. C. N. Conover, Mr. J. J. Cutter, Mr. L. C. Davison, Mr. W. A. Douglas, Mrs. L. Dodge, Mr. F. B. Gange, Mr. J. L. Gallagher, Capt. and Mrs. A. P. C. Hald, Mr. and Mrs. C. W. Haub, Mr. and Mrs. M. E. Hornlein, Mrs. A. Hogrefe, Miss K. Hillman, Mr. and Mrs. R. E. Heinselman, Mrs. H. Hughes and daughter, Mr. J. S. Leibson, Mr. A. Mandel, Miss A. McWilliams, Mrs. F. S. Mills, Mr. and Mrs. H. S. Patter, two daughters and son, Mr. B. Riley, Mr. W. Rochholt, Mr. E. R. Roberts, Mr. W. P. Simpson, Mr. R. L. Simpson, Major and Mrs. D. W. Shaffer, Mrs. T. R. Spear, Mr. B. Spanjaard, Mr. F. H. Taylor, Mr. A. Vogelsang, Miss E. B. Weigel, Mr. L. G. Weigel, and Mr. C. Williams.

DEPARTURES.

Per s.s. *Angkor*, on June 8th:—Mr. R. E. Winters, Mr. Melchers, Mr. J. M. Pereira, Mr. Gras, Mr. H. Djeratman, Mr. Whalley, Mr. W. E. Hamlin, Mr. Passanopana, Mr. and Mrs. C. Chamier, Mr. R. Selleck, Mr. F. Creasey, Mr. F. Milne, Mr. J. Carryll, Miss G. Clegg, Miss Delysse, and Miss M. Carter.

PASSENGERS DEPARTING.

Per s.s. *President Polk*, on June 9th: Mr. A. M. Birchall, Mr. C. N. Conover, Mr. J. J. Cutter, Mr. L. C. Davison, Mr. W. A. Douglas, Mrs. L. Dodge, Mr. F. B. Gange, Mr. J. L. Gallagher, Capt. A. P. C. Hald, Mr. and Mrs. C. W. Haub, Mr. and Mrs. M. E. Hornlein, Mrs. A. Hogrefe, Miss K. Hillman, Mr. and Mrs. R. E. Heinselman, Mrs. H. Hughes, Miss M. Hughes, Mr. J. S. Leibson, Mr. A. Mandel, Miss A. McWilliams, Mrs. F. S. Mandel, Miss A. McWilliams, Mrs. F. S. Mills, Mr. and Mrs. H. S. Patten, Miss Mills, Mr. and Mrs. H. S. Patten, Miss M. Patten, Mr. Geo. E. Patten, Miss M. Patten, Mr. Geo. Patten, Mr. B. Riley, Mr. Eric R. Roberts, Mr. W. P. Simpson, Mr. R. L. Simpson, Major and Mrs. D. W. Shaffer, Mrs. T. R. Spear, Mr. B. Spanjaard, Mr. F. H. Taylor, Mr. A. Vogelsang, Mr. E. B. Weigel, Mr. L. G. Weigel, Mr. C. Williams, Mrs. E. B. Howard, Mr. H. C. Icasiano, Mr. G. Icasiano, Mr. C. A. Kriete, Mr. C. E. Ross, Mr. N. Hidalgo, Miss V. Villamin, Mrs. O. C. Villamin, Miss C. Villamin, Mr. and Mrs. C. O. Basualdo, Mr. Joseph Huonder, Miss M. Crass, Miss R. C. Preiser, Mrs. S. Squires, Mr. Selim J. Assad, Mr. B. Kant, and Mr. C. Dialdas.

SHIPPING NOTES.

The following notice to Mariners has been posted in the Harbour Office:—"Shipping is warned that searchlights will be exercised at Lyemun between the hours of 7 p.m. and 8.45 p.m. on Thursday, June 11th.

The Master of the s.s. *Kiangan*, which arrived in port on Sunday, reports that during the voyage from Singapore and Amoy to Hongkong three passengers died of consumption on board and one from malaria.

The Master of the s.s. *Nagata Maru* from Nagoya and Moji which arrived in port on Sunday, entered dangerous goods on board as being nitric acid, sulphuric acid, calcium acid and carbide. The Master of the s.s. *Takada Maru* which arrived from Osaka and Amoy on Sunday, reported dangerous goods on board as being 7,502 tin boxes of matches for Hongkong and 200 cases through.

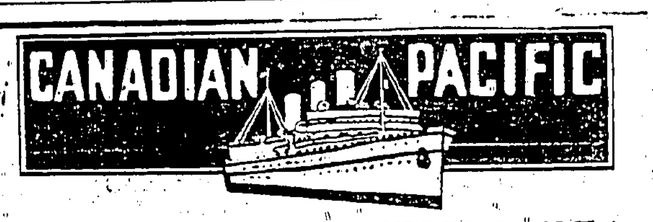
Mails arriving in the Colony on Sunday were brought in as under:—From Shanghai and Swatow: s.s. *Sinkiang* (88 bags); Shanghai: s.s. *Kanchow* (12 bags); Manila: s.s. *West Prospect* (3 bags); Los Angeles and Shanghai and Europe *via* Siberia: s.s. *Korea Maru* (124 bags); Bangkok and Swatow: s.s. *Kwangchow* (five bags); Shanghai and Swatow: s.s. *Fat Shing* (24 bags); Singapore and Swatow: s.s. *Kiangan* (one bag); Sarna and Hoihow: s.s. *Lerke* (eight bags); Nagoya and Moji: s.s. *Nagata Maru* (21 bags); Kwong Chow Wan: s.s. *Taiszemo* (2 bags).

Harbour Office reports showed that for the 24 hours ended 9 a.m. yesterday there were 20 arrivals and 12 departures, as against 14 arrivals and 13 departures for the previous 24 hours. Of the arrivals, six were British, six Japanese, two French, two Norwegian, two Chinese, one Swedish and one Chilian. The total number of vessels in the Harbour at 9 a.m. yesterday was 93, of which 34 were British.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Tatsuno Maru	Jap.	Nippon Yusen Kaisha	On 9th July
New York & Boston	Celtic Prince	Brit.	Prince Line	On 18th inst.
New York & Boston via Suez	Egremont Castle	Ital.	Dodwell & Co., Ltd.	On 26th inst.
New York, Boston & Baltimore	Katuna	Brit.	The Bank Line, Ltd.	On 19th inst.
Barcelona, Valencia Antwerp Rotterdam, &c.	Formosa	Swed	Gilman & Co.	About 15th July
Boston, New York & Baltimore via Suez	Titan	Brit.	Butterfield & Swire	On 29th inst.
Boston, New York & Baltimore via Suez	Katuna	Brit.	The Bank Line, Limited	On 19th inst.
San Francisco via S'hai & Jap. Ports & H'lu.	President Wilson	Am.	Pacific Mail S.S. Co.	On —
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Australia	Brit.	Canadian Pacific O. S. Ltd	On 12th inst
Victoria & Vancouver via J. Ports.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 26th inst.
Victoria, Seattle & Vancouver	Tyndareus	Brit	Butterfield & Swire	On 9th inst.
Victoria, Vancouver & Seattle	Presidt. Jackson	Am.	Admiral Oriental Line	On 14th inst
Seattle & Victoria, via S'hai, Kobe & Yokohama	Sicilia	Brit.	P. & O., B. I. & A. L.	On 13th inst, Noon
Marseilles, London, Antwerp & Hull	Angkor	Fren.	Messageries Maritimes	On 7th July
Marseilles, &c.	Porthos	Fren.	Messageries Maritimes	On 23rd inst
Marseilles, &c.	Chantilly	Fren	Messageries Maritimes	On 9th inst,
Marseilles, &c.	Hakusan Maru	Jap.	Nippon Yusen Kaisha	On 9th inst., 11 a.m.
Marseilles, London, Antwerp via Singapore, &c.	Sutton Hall	Brit.	The Bank Line, Ltd.	On 11th inst.
Havre, London, R'dam & Hamburg	Ixion	Brit.	Butterfield & Swire	On 12th inst.
Genoa, Havre, Liverpool & Glasgow	Corlenz	Ger.	Melchers & Co.	On 27th inst.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Sarpedon	Brit.	Butterfield & Swire	On 10th inst.
Marseilles, London, Rotterdam & Glasgow	Carmarthenshire	Brit.	Jardine, Matheson & Co., Ltd	On 11th inst., Noon.
London, Rotterdam & Hamburg	Salabangba	Dut.	Java-China-Japan-Lijn	On Beginning of July
Genoa, Mars., R'dam, Amsterdam, Hamburg & Bremen	Sado Maru	Jap.	Nippon Yusen Kaisha	On 9th inst.
Bombay via Singapore & Colombo	Namsang	Brit.	Jardines, Matheson & Co., Ltd	On 13th inst., 3 p.m.
Straits & Calcutta	Takada	Brit.	P. & O., B. I. & A. L.	On 9th inst., 1 p.m.
Singapore, Penang & Calcutta	Jeypore	Brit.	P. & O., B. I. & A. L.	On 17th inst.
Singapore & Bombay	Sicilia	Brit.	P. & O., B. I. & A. L.	On 10th inst, Noon.
Singapore, Penang, Colombo, Bombay, &c.	Van Cloon	Dut.	Java-China-Japan-Lijn	On —
Singapore & Belawan-Deli	Venezia	Ital.	Dodwell & Co., Ltd.	On 1st July
Brindisi, Venice & Trieste	Kueichow	Brit.	Butterfield & Swire	On 20th inst., 4 p.m
Weihaiwei, Chefoo & Tientsin	Mansang	Brit.	Jardine, Matheson & Co., Ltd	On 18th inst., Noon.
Sandakan	Tango Maru	Jap.	Nippon Yusen Kaisha	On 24th inst., 11 a.m
Australian Ports via Manila	Arafura	Brit.	P. & O., B. I. & A. L.	On 8th July
Australian Ports	Changsha	Brit.	Butterfield & Swire	On —
Australian Ports	Washington Maru	Jap	Nippon Yusen Kaisha	On 13th inst.
Shanghai, Kobe & Yokohama	Kwaisang	Brit.	Jardine, Matheson & Co., Ltd.	On 9th inst., Noon.
Bangkok via Swatow	Soudan	Brit.	P. & O., B. I. & A. L.	On 10th July
Shanghai & Kobe	St. Albans	Brit.	P. & O., B. I. & A. L.	On 7th July
Shanghai, Moji Kobe & Yokohama	Delta	Brit.	P. & O., B. I. & A. L.	On 12th inst., D.L.
Shanghai, Moji & Kobe	Venezia	Ital.	Dodwell & Co., Ltd.	About 10th inst.
Yokohama, Shanghai, Kobe & Moji	Tjikembang	Dut.	Java-China-Japan-Lijn	About 16th inst.
Shanghai	Arafura	Brit.	P. & O., B. I. & A. L.	On 13th inst.
Moji, Kobe & Yokohama	Tanda	Brit.	P. & O., B. I. & A. L.	On 8th Aug
Moji, Kobe & Yokohama	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 15th inst. Noon
Tientsin	Tjimanoek	Dut.	Java-China-Japan-Lijn	About 18th inst.
Batavia	Mirgsang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., 8 a.m.
Haiphong via Hoihow	Tean	Brit.	Butterfield & Swire	On 12th inst., 11 a.m.
Hoihow & Bangkok	Kweiyang	Brit.	Butterfield & Swire	On 16th inst., 11 a.m
Hoihow & Singapore	Haihong	Brit	Douglas Lapraik & Co.	On 9th inst., 1 p.m.
Swatow, Amoy & Foochow	Haicking	Brit	Douglas Lapraik & Co.	On 12th inst., 1 p.m.
Swatow, Amoy & Foochow	President Wilson	Am.	Pacific Mail S.S. Co.	On 11th inst
Manila	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 17th inst.,
Manila	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst, 3 p.m
Manila	Presidt. McKinley	Am.	Admiral Oriental Line	On 16th inst.

CANADIAN PACIFIC



EMPRESS OF AUSTRALIA

will sail for

VANCOUVER via Shanghai, Kobe and Yokohama
at 12 NOON
FRIDAY, JUNE 12th

Future Sailings to VANCOUVER via Shanghai and Japan Ports and Atlantic Connections.

	Leave Hongkong	Arrive Vancouver		Leave Quebec	Due Southampton
Empress Australia	June 12	July 1	Empress Scotland	July 8	July 15
Empress Asia	June 25	July 13	Empress France	July 22	July 29
Empress Canada	July 10	July 27	Empress Scotland	Aug. 5	Aug. 12
Empress Russia	July 23	Aug. 10	Empress France	Aug. 19	Aug. 26
Empress Australia	Aug. 7	Aug. 26	Empress Scotland	Sept. 2	Sept. 9

Choice of accommodation on these ATLANTIC steamers actually held for sale in offices at ports of call in the Orient.

FOUR TRANS-CONTINETAL TRAINS DAILY FROM VANCOUVER STOP-OVER ALLOWED AT ALL POINTS
Standard Sleeping Cars—Compartments—Drawing-Room Dining Cars
Canadian Pacific HOTELS at VICTORIA, VANCOUVER, ROCKY MOUNTAIN RESORTS, CALGARY, WINNIPEG, MONTREAL and QUEBEC
DOMINION EXPRESS TRAVELLERS' CHEQUES issued at all Canadian Pacific Offices—Payable Everywhere.
BAGGAGE INSURANCE sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
June 16	June 18	Empress Asia	June 19	June 21
June 29	July 1	Empress Canada	July 2	July 3
July 14	July 16	Empress Russia	July 17	July 19
Aug. 12	Aug. 14	Empress Asia	Aug. 15	Aug. 17
Aug. 26	Aug. 28	Empress Canada	Aug. 29	Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752. Cables: GACANPAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS [51

The Master of the s.s. *Poyesian* from Saigon reported on the boat's arrival in Hongkong on Sunday, that one of the firemen was injured at Saigon while he was working in the engine room. He was left behind and sent to hospital.

The following notices to mariners appear in the *Government Gazette*.—

Yangtsze River.—Shanghai District. Vine Point Light-beacon to be moved.—Notice is given that on or about June 19th, 1925, owing to the erosion of the bank, Vine Point Light-beacon will be moved about 4.7 cables N 57° E magnetic, from its present position.

Chinkiang District. Vicinity of Tungchow—Crossing for Deep-draught Vessels: Buoys to be disestablished.—Notice is given that, owing to the shoaling of the crossing for deep-draught vessels between Tungchow and Pitman-King Island, the buoys known as East and Patch Buoys will be removed on or about June 19th, 1925 and this crossing closed for navigation.

The deep-water crossing is now indicated by a line between Tungchow Beacon and Pitman Light-beacon, with a least through depth of 27 feet at low water at extraordinary spring tides.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama on June 8th at 7 a.m., left the same day at 1 p.m., and is due at Hongkong on June 15th at 10 a.m.

The R.M.S. *Empress of Australia* will leave Hongkong for Victoria and Vancouver, B.C., *viâ* Shanghai (Woosung), Kobe and Yokohama at noon on June 12th.

The P. & O. Co.'s s.s. *Sicilia* left Shanghai for this port on June 6th at 10 a.m., and is due here to-day at about noon.

The P. & O. s.s. *Kashmir* left Singapore for this port on June 7th at 6 a.m., with the outward English mails, and is due here on June 11th at about 1 p.m.

The P. & O. s.s. *Macedonia*, from Hongkong, arrived in London on June 4th at 9 a.m.

The Blue Funnel liner *Ixion*, for Genoa, Havre, Liverpool and Glasgow, left Shanghai on June 8th for this port, and is due on June 11th. The vessel will be despatched at noon on June 12th.

VESSELS EXPECTED.

Bellerophon (Blue Funnel), due to-day.
Bearcock (Ben Line), due to-day.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON" June 14th.
"PRESIDENT McKINLEY" June 26th.
"PRESIDENT JEFFERSON" July 7th.
"PRESIDENT GRANT" July 20th.

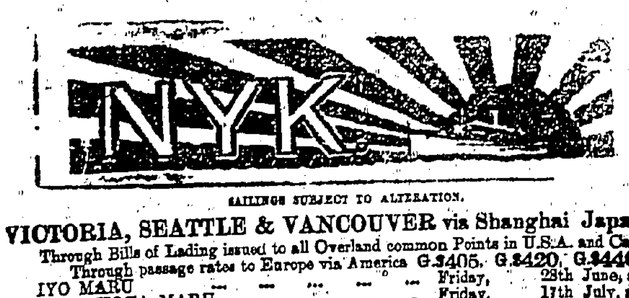
TO EUROPE—£120—£112—£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA
"PRESIDENT McKINLEY" June 18th.
"PRESIDENT JEFFERSON" June 30th.
Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE, Managing Operators.
Telephone: Central 3477, 3478 & 795. Hongkong and Shanghai Bank Building. [20

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE STEAMSHIP
"VAN OVERSTRATEN"
18th June, 1925.
For SINGAPORE, PENANG and BELAWAN-DELI DIRECT
Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$100.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.
Agents:—
JAVA-CHINA-JAPAN-LIJN,
Telephone 1574. YORK BUILDING, CHATER ROAD.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,
GOTHENBURG.
Regular Freight Service for
BARCELONA, VALENCIA, AMSTERDAM, HAMBURG, COPENHAGEN, GOTHENBURG and Other SCANDINAVIAN PORTS.
WILL LEAVE ON OR ABOUT
M.V. "FORMOSA" 15th July
Subject to change without Notice.
For further particulars, please apply to—
GILMAN & CO., LTD.,
23 Agents.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
IYO MARU Friday, 26th June, at 11 a.m.
SHIDZUOKA MARU Friday, 17th July, at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKUSAN MARU Saturday, 20th June, at 11 a.m.
KITANO MARU Saturday, 4th July, at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports.
MATSUYE MARU Tuesday, 9th June
MATSUMOTO MARU Friday, 10th July
LIVERPOOL via ADEN & MARSEILLES.
TAJIMA MARU Wednesday, 10th June
LYONS MARU Wednesday, 15th July
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 24th June, at 11 a.m.
AKI MARU Wednesday, 22nd July, at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU Thursday, 9th July.
BUENOS AIRES via Singapore, Durban & Cape Town.
KAWACHI MARU (calls Delagoa, Port Elizabeth) Saturday, 8th July
BOMBAY via Singapore & Colombo.
SADO MARU Tuesday, 9th June
TOYOOKA MARU Sunday, 28th June
CALCUTTA via Singapore, Penang & Rangoon.
YAMAGATA MARU (Omit Calcutta) Monday, 15th June
WAKASA MARU Thursday, 18th June
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Thursday, 18th June
SHANGHAI, KOBE & YOKOHAMA.
WASHINGTON MARU Saturday, 13th June
KAMO MARU Wednesday, 17th June
TAMBA MARU Saturday, 20th June
KATORI MARU Tuesday, 30th June
For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone Central Nos. 292, 293 & 2422 S. KINOSHITA, Manager. [5

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "KATUNA"... via Suez Canal 19th June

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

m.v. "BIRCHBANK" via Suez Canal 30th June

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "SUTTON HALL" 11th June
For HAVRE, LONDON ROTTERDAM & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

s.s. "SURAT" Sails Hongkong, End July
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa*.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791. [12

BOSTON, NEW YORK & BALTIMORE
Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO. LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s.	"KATUNA"	...via Suez Canal ...	...	19th June
s.s.	"TITAN"	...via Suez Canal ...	...	28th June
s.s.	"CITY OF CORINTH" ...	...via Suez Canal ...	...	8th July
s.s.	"BELLEROPHON" ...	...via Suez Canal ...	...	19th July

* Calls first at New York.

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For Freight and Particulars, apply to—

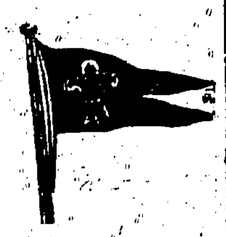
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON. [3

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON
and
NEW YORK



S.S. "CELTIC PRINCE" 18th June, 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.
Telephone Central 8168 (Incorporated in Great Britain)
Telegrams Furnessian Elder's Building. 2

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness,

VETARZO REGULATORS. Safe and Reliable,

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHEMISTS.

PODOS MANUFACTURED TALK FOR FEET. SPECIALLY PREPARED FOR FEET. PREVENTS CORNS, BUNIONS, PERSPIRATION, BAD ODOUR, ETC. KEEPS FEET COOL AND FREE FROM PAIN. PODOS LTD. LONDON.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.,

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SICILIA"	6,813	10th June, Noon	S'pore, Penang, Colombo & B'bay
"KALYAN"	9,118	13th June, Noon	Mars., London, Antwerp & Hull.
"JEYPORE"	5,318	17th June	Singapore & Bombay.
"MIRZAPORE"	6,715	26th June	S'pore., Penang, Colombo & B'bay.
"MALWA"	10,941	27th June	Marseilles & London
"NAGPORE"	5,253	9th July	Singapore, Penang & Bombay.
"DELTA"	8,097	11th July	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	8,985	11th July	Mars., London, Antwerp & Hull.
"MANTUA"	10,902	25th July	Marseilles & London
"SOUDAN"	6,696	8th Aug.	S'pore., Penang, Colombo & B'bay
"KASHGAR"	9,005	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"SICILIA"	6,813	3rd Sept.	S'pore, Penang, Colombo & B'bay.
"NARKUNDA"	16,227	5th Sept.	Marseilles & London.
"KHYBER"	9,114	19th Sept.	Marseilles, London & A'werp.
"KARMALA"	9,128	3rd Oct.	Marseilles, London & A'werp.
"MALWA"	10,941	17th Oct.	Marseilles & London.
"KHIVA"	9,135	31st Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,902	14th Nov.	Marseilles & London.
"KALYAN"	9,144	28th Nov.	Marseilles, London & Antwerp.
"MOREA"	10,911	12th Dec.	Marseilles & London.

BRITISH INDIA–APCAR SAILINGS

"TAKADA"	6,949	9th June, 1p.m.	Straits & Calcutta.
"TILAWA"	10,000	5th July	Singapore, Penang & Calcutta.
"TALAMBA"	8,018	11th July	do.
"TAKLIWA"	7,936	23rd July	do.
"TAIREA"	7,933	29th July	do

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	8th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney & Melbourne.
"ST. ALBANS"	4,500	5th Aug.	
"TANDA"	6,958	2nd Sept.	
"ARAFURA"	6,000	7th Oct.	
"ST. ALBANS"	4,500	4th Nov.	
"TANDA"	6,958	2nd Dec.	

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,985	12th June, 10 a.m.	Shanghai, Moji & Kobe
"DELTA"	8,097	12th June, D.L.	Shanghai, Moji & Kobe
"ARAFURA"	6,000	13th June	Moji, Kobe & Yokohama
"TILAWA"	10,006	14th June	Shanghai, Moji, Kobe & Osaka.
"TALAMBA"	8,018	21st June	Kobe.
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"TAKLIWA"	7,928	5th July	Kobe
"ST. ALBANS"	4,500	7th July	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe
"SOUDAN"	6,696	10th July	Shanghai & Kobe
"TAIREA"	7,933	11th July	Kobe.
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KHYBER"	9,144	7th Aug.	
"SICILIA"	6,813	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	16,227	21st Aug.	Shanghai.
"KARMALA"	9,128	4th Sept.	Shanghai, Moji & Kobe.
"DELTA"	8,097	4th Sept.	do.
"ARAFURA"	6,000	12th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"KHIVA"	9,135	2nd Oct.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	2nd Oct.	do.
"ST. ALBANS"	4,500	10th Oct.	Moji, Kobe & Yokohama.
"MANTUA"	10,902	17th Oct.	Shanghai, Moji & Kobe
"KALYAN"	9,144	1st Nov.	do.
"TANDA"	6,958	7th Nov.	Moji, Kobe & Yokohama.
"MOREA"	10,911	14th Nov.	Shanghai, Moji & Kobe.
"A STEAMER"	—	28th Nov.	do.
"MACEDONIA"	11,089	12th Dec.	do.
"ARAFURA"	6,000	12th Dec.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG Agents. 1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coasting Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent Cuisine

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAIHONG	Capt. Ellis Walker	Tuesday,	9th June, at	1 p.m.
HAICHING	Capt. W. S. Turnbull	Friday,	12th June, at	1 p.m.
HAINING	A. H. Stewart	Tuesday,	16th June, at	4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAINING," "HAIHONG" and "HAICHING" at the Reduced Rate of $50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers 3

CHINA NAVIGATION CO. LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW, AMOY, SWATOW & SINGAPORE	"ANKING"	On 9th June, 2.30p.m.
SHANGHAI & TSINGTAO	"KANGHOW"	On 10th June, Noon.
SWATOW & SHANGHAI	"SUIYANG"	On 11th June, 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 11th June, Noon.
HOIHOW & BANGKOK	"TEAN"	On 13th June, 11 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 13th June, Noon.
SWATOW & SHANGHAI	"SOOCHOW"	On 14th June, 2.30p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 14th June, 2.30p.m.
HOIHOW & SINGAPORE	"KWEIYANG"	On 16th June, 11 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 20th June, 4p.m.
SWATOW & BANGKOK	"KALGAN"	On 21st June, 11 a.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 23rd June, 11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung
BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE
Agents.

TELEPHONE CENTRAL 89.
CARGO AND PASSAGE CAN BE ENGAGED AT THE OFFICE OF BUTTERFIELD & SWIRE [4

AUSTRALIAN ORIENTAL LINE.

Due Hongkong
Will be Despatched on
— FOR —
MANILA, PORT BANGA, THURSDAY ISLAND, AND AUSTRALIAN PORTS.
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANIAN PORTS.
EXCELLENT FIRST AND SECOND CLASS PASSENGER ACCOMMODATION AT REDUCED RATES.
Sailing Subject to Alteration.

For For Freight and Passage, apply to—BUTTERFIELD & SWIRE
Tel. C. 36. Agents. [14

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S "EGREMONT CASTLE" Sails 26th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S.	"VENEZIA"	Sails	10th June
S.S.	"TRIESTE" (cargo only)	Sails	12th June
S.S.	"FIUME"	Sails	10th July
S.S.	"NUMIDIA" (cargo only)	Sails	12th July
M.S.	"ESQUILINO" (cargo only)	Sails	10th Aug.
S.S.	"LACONIA" (cargo only)	Sails	12th Aug

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S.	"VENEZIA"	Sails	1st July	
M.S.	"ESQUILINO"	Sails	31st Aug.	

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" Sails about 31st May

Regular Passenger and Cargo Service to South African Ports
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED
Telephone Central 1029. Agents 17

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Art. at Hpkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	—	—	9th June, 1925
FORTHOS	—	—	23rd June, "
ANGKOR	7th May, 1925	8th June, 1925	7th July, "
COMPIEGNE	22nd May, "	23rd June, "	21st July, "
ANGERS	5th June, "	7th July, "	4th Aug., "
PAUL LECAT	19th June, "	21st July, "	18th Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS	1st Class.....£ 95. 0s. 0d.	B CLASS STEAMERS	1st Class.....£ 85 0s. 0d.
	2nd "£ 65. 0s. 0d.		2nd "£ 60 0s. 0d.

Through Tickets to London and Leading Towns of Europe
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "SI-KIANG" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd June.
Sailings subject to alteration without notice.

For full Particulars, apply to:—

MESSAGERIES MARITIMES CO.,
Telephone Central 760. 5, QUEEN'S BUILDINGS.
CONNECTION—TRANSIT—REPRESENTATION. [2

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

The transmission of Radio Telegrams to Canton is suspended.

The transmission of Radio Telegrams to Swatow subject to delay until further notice.

INWARD MAILS.

From	Per	Due
Europe via Negapatam (Letters & Papers, London, 7th May)	*Venetia*	9th June
Shanghai	*Sui Yang*	9th June
Shanghai	*Chantilly*	9th June
Shanghai	*Sicilia*	9th June
Shanghai	*Liangchow*	10th June
U.S.A., Honolulu, Japan & Shanghai	*Pres. Lincoln*	11th June
Straits	*Delta*	11th June
Straits	*Emil Kirdorf*	11th June
Europe via Suez (Letters & Papers, London 14th May, and Parcels, 8th May)	*Kashmir*	11th June
Australia & Manila	*Arafura*	12th June

OUTWARD MAILS.

For	Per	Date	
		Tuesday, 9th	
Japan, Canada, U.S.A., Central & South America and *Europe via Vancouver B.C.—due Vancouver B.C., 1st July	*Tyndareus*	Reg. Letters	9.45 A.M. 10.30 A.M.
*Swatow and *Bangkok	*Kwaisang*		10.00 A.M.
Bangkok	*Bunka*		10.00 A.M.
Manila	*Independence*		10.00 A.M.
Sandakan	*Mausang*	Parcels	10.30 A.M.
Straits and Calcutta	*Takadr*	Letters	11.30 A.M.
Saigon, *Straits, Ceylon, India, Mauritius E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 11th July	*Chantilly*	Registration Letters	11.45 A.M. 12.30 P.M.
Swatow, Amoy and Foochow	*Hai Hong*		Noon
Shanghai and Dairen	*Amazon Maru*		1.00 P.M.
Straits	*Tangistan*		3.30 P.M.
Saigon	*Fenglee*		4.30 P.M.
Samarui and Wuchow	*Wing On*		5.00 P.M.
Fort Bayard	*Lee Hon*		5.00 P.M.
Saigon	*Haifoong*		
Swatow	*Kwongsang*	Wednesday, 10th,	8.30 A.M.
Shanghai	*Kanchow*		10.30 A.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa	*Sicilia*		10.30 A.M.
Hoihow, Pakhoi and Haiphong	*Taming*	Thursday, 11th,	10.30 A.M.
Straits	*Carmarthenshire*		10.30 A.M.
Manila	*Yuensang*		2.00 P.M.
Hoihow, and Haiphong	*Mingsang*		5.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 1st July—and Europe via Siberia (Correspondence specially superscribed "via Siberia" only)	*Emp. of Australia*	Parcels Friday, 12th, Reg. Letters	5.00 P.M. 9.15 A.M. 10.0 A.M.
Shanghai and *Japan	*Kashmir*		8.30 A.M.
Swatow, Amoy and Foochow	*Hai Ching*		Noon
Straits, Ceylon, India, Mauritius, E. Marques, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 12th July		Parcels Reg. Letters 13th,	5.00 P.M. 9.45 A.M. 10.30 A.M.
Straits and Calcutta	*Kalyan*		
Fort Bayard, Hoihow, Pakhoi & Haiphong	*Namsang*	Parcels Letters	Noon 1.00 P.M. 5.00 P.M.
Swatow, Amoy and Formosa	*Hanoi*		
Swatow, Amoy and Foochow	*Kaijo Maru*	Sunday, 14th,	9.00 A.M.
Straits	*Hai Ning*	Tuesday, 16th,	3.00 P.M.
	Van Overstraten	Thursday 18th	11.30 A.M.

*Correspondence bearing vessel's name only



LONDON SERVICE.

"SARPEDON"	16th June	Marseilles, London, Rotterdam & Glasgow.
"TEIRESIAS"	30th June	Marseilles, London, Rotterdam & Hamburg.
"TROILUS"	14th July	Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE.

"IXION"	12th June	Genoa, Havre, Liverpool & Glasgow.
*"CYCLOPS"	28th June	Genoa, Havre, Liverpool & Glasgow.
"ATREUS"	20th July	Genoa, Havre, Liverpool & Glasgow.

*via Port Sudan.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).

"TYNDAREUS"	9th June	Victoria, Vancouver & Seattle.
"ACHILLES"	5th July	Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

(via SUEZ or PANAMA).

"TITAN"	28th June	Boston, New York & Baltimore via Suez.
"BELLEROPHON"	19th July	Boston, New York & Baltimore via Suez.
"EURYPYLUS"	28th July	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"SARPEDON"	16th June	Singapore, Marseilles & London.
"PATROCLUS"	29th July	Singapore, Marseilles & London.
"ANTENOR"	26th Aug.	Singapore, Marseilles & London.
"HECTOR"	21st Oct.	Singapore, Marseilles & London.
"SARPEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents.

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COMMERCIAL.

OPENING QUOTATIONS.

June 8th, 1925.

On London.—	
Telegraphic Transfer	3/3½
Bank Bills, on demand	3/3 5/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	3/3½
Credits, at 4 months' sight	3/4½
Documentary Bills, 4 months' sight	3/4½
On Paris.—	
Bank Bills, on demand	nom.
Credits, 4 months' sight	nom.
On New York.—	
Bank Bills, on demand	55½
Credits, at 30 days' sight	56⅛
On Bombay.—	
Telegraphic Transfer / Bank Bills, on demand	151½
On Calcutta.—	
Telegraphic Transfer / Bank Bills, on demand	—
On Shanghai.—	
Bank Bills, at sight / Private, 30 days sight	nom.
On Yokohama.—On demand	134
On Manila.—On demand	110½
On Singapore.—On demand	97½
On Batavia.—On demand	135½
On Haiphong.—On demand	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	83½
Sovereign, Bank's Buying rate	$ 8.57
Gold Leaf, 100 fine, per tael	47.20
Bar Silver, per oz.	31⅛

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$26,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. A. O. Lang.
W. H. Bell, Esq. | W. L. Pattenden, Esq.
A. H. Compton, Esq. | J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak | T. G. Weall, Esq.

Chief Manager
A. H. Barlow, Esq.

Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 19th May, 1925. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January 1925. [26

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietors	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [30

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Bangkok, Hodgkong, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York, Calcutta.

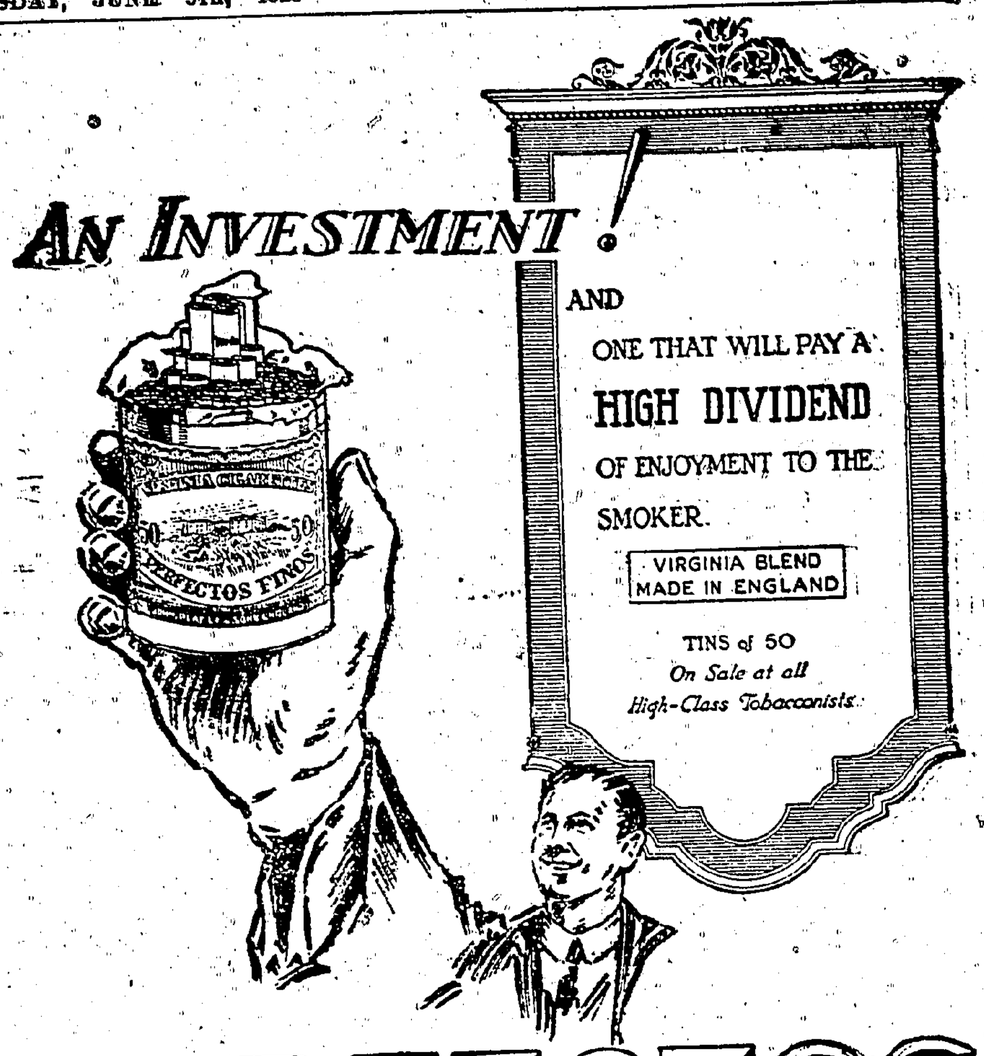
London Bankers:
London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and Dutch Indies, Australia, America, Africa, &c.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO,
Manager,
Hongkong Branch.
4, Des Vœux Road, Central.

Hongkong, 30th May, 1925. [27



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THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,300,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Soerabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central,
Hongkong, April 17th, 1925. [29

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 53,400,000.00
Reserve Fund	Frs. 59,657,223.54

Branches:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT
Manager.

Hongkong, 16th March 1925. [31

THE BANK OF EAST ASIA, LTD.

Head Office:—HONGKONG

Authorised Capital	$10,000,000
Paid-up Capital	5,000,000
Reserve Fund	1,000,000

Directors:
Hon. Mr. Chow Shou Son, Chairman
Pung Ping Shan, Ng Ching Luk, Huyuh Tai Li, Li Koon Chun, Pong Wai Ting, Kan Ying Po, P. K. Kwok, Mok Ching Kong, Chan Ching Shek, Wong Yun Tong

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [33

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$40,000,000.00
Paid-up Capital	15,278,480.00
Reserve Founds	9,929,421.34

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE FEI,
Manager.

Hongkong, September 8th, 1921. [32

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, July to December, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1905.

Authorised Capital	Guilders 150,000,000 ($12,500,000)
Paid-up Capital	" 80,000,000 ($6,666,666)
Reserve Fund	" 20,045,039 ($1,670,419)
Special Reserves	" 22,560,000 ($1,887,328)

Head Office:—AMSTERDAM

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB,
Agent.

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THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 80,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsingtao
Kai Yuan	Rio de Janeiro	Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

O. ARIMA, Manager.

Hongkong, 11th March, 1925. [35

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